

THE  
TRAVELLER'S HANDBOOK  
TO  
NORTH AFRICA  
(MOROCCO, ALGERIA, TUNISIA AND LIBYA)

# COOK'S

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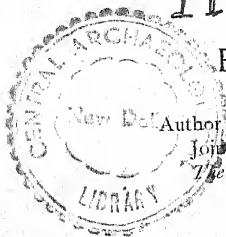
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11702

BY

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OFFICIER D'ACADÉMIE



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*The Little Guide to the Mediterranean*

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*First Published 1933*

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## PREFACE

ORIGINATING in the need for a new edition of Cook's Traveller's Handbook to Algeria and Tunisia, the present volume is essentially a new work, so altered in character and extended in scope that it has been necessary to give to it a new and more comprehensive title. The book now includes the whole of North Africa outside of Egypt and the Sudan, which are the subject of a separate volume in Cook's series of Traveller's Handbooks.

The author, Mr Fletcher Allen, has travelled extensively in North Africa, where he has been engaged in archæological research work. To his knowledge of the part which these countries have played in ancient history he has added the observations of a student of modern affairs and a keen appreciation of the increased facilities for tourist travel which have been introduced under European administration.

Maps and plans have been specially prepared for the book by Messrs John Bartholomew & Son.

No pains have been spared to make the work as accurate as possible, but it cannot be hoped that error has been entirely avoided, and readers are invited to point out any inaccuracies which they may detect. Suggestions for improving the usefulness of the book to travellers will also be gratefully received. All communications should be addressed to the Editorial Department, Thos. Cook & Son, Ltd., Berkeley Street, London, W.1.

# LIST OF HOTELS

Hotels are shown in their proper place throughout the text of this Handbook. The following is a list of those for which Messrs Thos. Cook & Son, Ltd., are the Authorised Agents.

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## LANGUAGE

The official European languages are : French in French Morocco, Algeria, and Tunisia ; Italian in Libya ; and Spanish in the Spanish Zone of Morocco. A knowledge of these languages in the respective territories will be useful, but the British or American traveller who speaks only his native tongue will meet with few inconveniences. English certainly suffices on the coast and at the principal centres inland.

The native language varies considerably from territory to territory ; none of the forms is classical Arabic, and the people frequently find the need for interpreters among themselves.

## GUIDES

For the economical use of time in the larger towns of North Africa guides are recommended. Casual guides should be avoided ; trustworthy guides can be engaged through the Wagons-Lits/Cook Offices in Tangier, Rabat, Casablanca, Fez, Oran, Algiers, Constantine and Tunis. Elsewhere travellers are advised to seek the services of official guides, who usually carry some symbol of appointment, in the form either of brassards or of letters of authority.



# MOROCCO

## GENERAL INTRODUCTION

MOROCCO—French *Le Maroc*, Spanish *Marruecos*, Arabic *Moghreb el-Aksa* ("The Western Land")—is the western portion of the ancient Barbary, whose Arabic name was *Djezira el-Moghreb* ("Isles of the West"). Until comparatively recent years, the conditions of development were unsuitable for tourist travel, but the introduction of European control and the consequent spread of roads and railways and hotels have made the country both safe and pleasant to visit.

Morocco is bounded on the north and west by the Mediterranean and the Atlantic respectively. To the south is the Sahara, where Morocco merges into Mauretania, with no settled boundary. To the east the limit is fixed by the river Kiss in the north, and by a frontier between Algeria and Morocco, determined only as far as El-Morra to the south.

The productive area, which extends south from the Mediterranean to the river Draa, on the fringe of the desert, comprises about 250,000 square miles, with about 5,500,000 inhabitants, of whom all are native Muhammedans, except some 140,000 Jews and 200,000 Europeans.

Nominally an absolute monarchy, under a Sultan, Morocco has been divided, in the partition of Africa, into three Zones—French, Spanish and International. The first of these forms a French Protectorate; with an area of about 237,000 square miles and some 4½ million inhabitants, it accounts for 95 per cent. of the whole country and 80 per cent. of the total population.

The Spanish Zone (13,200 sq. miles; pop. about a million) occupies the northern part of Morocco. Except for a little international enclave it comprises practically the whole of the Mediterranean seaboard and extends some distance down the Atlantic coast, the inland frontier running nearly parallel to and some 60 miles from the Mediterranean as far east as the river Moulouya.

Within the Spanish Zone is the International Zone at Tangier, with an area of 225 square miles and a population of about 53,000. It forms a small triangle in the extreme north, bounded by the Straits of Gibraltar and the Atlantic.

In all three zones government is by the advice of the occupying Powers in conjunction with the Sultan, acting through his representatives. In the Spanish Zone, the High Commissioner, and in the French Zone the Resident-General, represent the respective Powers. In the International Zone there is a Commission composed of representatives of Spanish, French, Italian and British Chancellories, with other countries represented by their consuls.

**Races.**—The original stock of the population is Berber and not Arab, and for many centuries the Berber races dominated the country, notably the Almoravides, the Almohades and the Zenetes.

In course of time Arab blood was introduced among most of the Berber population, although relatively pure-blooded tribes are still to be found in the mountain regions of the Riff and the Atlas, and some authorities identify the Tuaregs of the Sahara with the original Berbers.

In some districts a negroid strain is noticeable, due to the presence of a slave population drawn from the south. Full-blooded negroes exist in fair numbers, particularly in the cities and in the southern districts, many of them being slaves who retain that character voluntarily, as freedom can be obtained for the asking. Prior to the French occupation there was much commerce in slaves. Under the present administration the public auction of slaves has ceased, and the transfers are private.

Jews have inhabited Morocco from the beginning of its history, and prior to the Arab invasion they were in some power. The number of Moroccan Jews was increased by fugitives from Andalusia, but under Arab domination their lot steadily became worse, and until the French occupation they were victimised by repressive legislation, special taxes and social ostracism. Compelled to live in their own sections of towns (the *Mellah*), they were persecuted and pillaged. Adaptable, or perhaps imitative, the Jews of to-day, responding rapidly to European influence,

are making considerable headway in trade, and as the opportunity serves are moving away from the *Mellah* to the newer parts of the towns.

**Natural Features.**—A range of mountains known as the Riff stretches across the entire length of the Spanish Zone. Southward is the Atlas range, comprising the Great or High Atlas, with the subsidiary Middle Atlas and Anti-Atlas chains to the north and south. In the High Atlas the peaks are snow-covered, and rise to a height of 14,000 feet.

Of rivers the Moulouya (250 miles in length) is the most important, rising in the Atlas Mountains near Midelt, and watering a large and fertile area from its source to the Mediterranean. A considerable number of small rivers and streams flow into the Mediterranean, while on the Atlantic coast are: the Loukkos; the Sebou which, with its tributaries, waters the Gharb—a region of fertile plains extending southward from Tangier to Rabat and Fez—and enters the sea at Port-Lyautey; the Bou Regreg, emerging at Rabat; the Oum er-Rebia, with its estuary at Azzemour, and the Tensift, which rises near Marrakech and flows out about 20 miles south of Safi. Still farther south is the river Sous, flowing from the Atlas Mountains through a rich valley to Agadir. South of the Atlas, watering an immense area, is the river Draa.

**Flora.**—There are over 3,000,000 acres of forest land in Morocco, with cork, oak, cedar, pine, thuya, maple, mastic, poplar, myrtle, wild pear, sumac and argania trees. Dwarf palms are common, and in the south there are considerable plantations of date palms. Olive, walnut, orange, lemon, fig, mulberry, pomegranate, almond, and peach trees also flourish.

The principal forests are of cork or cedar, cork growing on the plains and cedar on the middle slopes of the highlands. The forest of Mamora, over 300,000 acres in extent, lies between Casablanca and Meknes. Cork stripping is a government monopoly.

The flowers of the country are varied and profuse; hyacinths, iris, narcissi, daffodils, cyclamen, broom, bougainvillea, roses, geraniums, giant daisies and violets flourish.

**Fauna.**—The common animals of the country are oxen,

sheep, goats, horses, mules, asses and camels. The larger wild animals tend to disappear, although jackals are to be found, and occasionally panthers in the mountainous regions. The African lion, known even in recent times, has disappeared from Morocco. Monkeys, lizards and snakes are fairly common. Of birds, the stork, heron, ibis, crow, quail, bustard, partridge, pigeon and dove are common, as are hawks and larger birds of prey.

**Natural Resources.**—Lead, with silver, is mined in the Riff, and there are deposits of iron some 40 miles east of Rabat. There is copper in the Atlas Mountains. Zinc and manganese are also being exploited and there are extensive phosphate deposits in the neighbourhood of Oued Zem. Petroleum exists in various parts of the country and is being prospected.

**Industries.**—Morocco has not yet made any real advance in industrialisation. Pottery, dyeing, tanning and leather work, and the manufacture of characteristic materials in wool and silk, native clothing and a few arms are the principal trades. New industries that have sprung up since the French occupation promise considerable development, particularly in connection with the phosphate deposits and with lime and salt works.

**Agriculture.**—Crops of wheat, barley, maize and sorghum are raised with increasing success. The soil varies considerably with districts, but is generally rich and well-suited to agriculture. Experimental farms have been established by the French authorities, and excellent results in general farming and market gardening and in the improvement of the strain of live-stock have been obtained. The cultivation of beans, chick-peas, lentils and millet, esparto grass, flax and hemp is being developed, and experiments in the production of cotton on a commercial scale indicate that a profitable yield may ultimately be expected. Olive plantations are improving under proper cultivation, and there are estimated to be over 3,000,000 trees in bearing, but as yet the olives are not of first quality and the crop is barely sufficient for domestic demand.

Stock raising, due to European influence, is making headway, and it is calculated that there are over 2,000,000 head of cattle, 8,000,000 sheep, 3,000,000 goats, 300,000 horses, 500,000 asses and 110,000 camels in the country.

Cattle are being improved for export, the average shipment in a fair year being some 30,000 head. Wool, hides and skins, and eggs form a large part of the export trade, and upwards of £1,000,000 worth of eggs have been shipped from Moroccan ports in one year.

### HISTORICAL SKETCH

Unlike Algeria and Tunisia, Morocco is possessed of an individual history: her destinies have been determined from within, not from without.

After prehistoric times, the earliest inhabitants of Morocco were probably Berbers, though it is put forward with some authority that in the north at least dwelt people from Southern Europe with an admixture of still more northerly tribes, survivals of whom are to be found in the fair-skinned mountain folk.

The Phœnician infiltration into North Africa, which began about 1300 B.C. and resulted in the establishment of trading stations along the Mediterranean coast, increased rapidly after the foundation of Carthage in the 9th century B.C. By the 5th century B.C. Carthage was achieving success in world trade and exploration, and during this period Hanno sailed on his famous voyage to Liberia. For the most part, however, the Carthaginians kept near to the coast, although in Tunisia they penetrated well inland and had trading relations at least with the far desert. The hold of Carthage on the remainder of the country narrowed appreciably the further it became distant from the capital, and in Morocco her interests were entirely coastal. Settlements—such as those known to have existed on the sites of Melilla, Tangier, Larache, Sala and Casablanca—were founded, and held with varying strength.

The prosperity of the Carthaginians, and their growing power in the Mediterranean were held as menacing by the rapidly growing rival empire, Rome, and the Punic wars resulted in the final destruction of Carthage in 146 B.C. It was not until the 1st century of our era that Rome made any serious attempt to colonise the conquered territory. By A.D. 42 colonisation had begun, and Rome established herself in the stead of Carthage, taking over

practically the same stations and following the same lines. Her hold was most secure in Tunisia and Algeria, although exploration and expansion as far as the Atlas Mountains began.

Tangier (*Tingis*) became the capital of the province of *Mauretania Tingitana*, but no final penetration was made in Morocco. Volubilis, one of the few considerable posts in the country, marked the end of the system of permanent works that stretched across North Africa from Tripoli. A certain independence was granted to the people, subject to the provision of grain, tribute and soldiers.

By the 4th century Rome was failing, and in the 5th century the Vandals swept along the coast from Tangier to Carthage, conquering but not subduing the country, and leaving little permanent trace. Their power was broken by native revolt and the onslaught of the Byzantines. In 534 Belisarius put an end to their dominion on his entry into Carthage. The Byzantines were only a shadow of the former Roman empire, and were able to hold few posts outside Tunisia and neighbouring parts of Algeria. The rest of the country reverted to the local tribes.

There was little strength or willingness to resist the Arab invasion of the 7th century, and in Morocco the only post left to the Byzantines was Ceuta, which offered no resistance to Okba ben Nafi (Sidi Okba) when he appeared with his men before it. A second wave of Arabs followed in 705 in an attempt at consolidation, but failed to reduce the Berbers, who were—and still are—fiercely independent and, although accepting the Muhammedan faith, proclaimed themselves sectarian and unorthodox. There thus came to be a state within the state, with Berber kingdoms in the mountain regions, from which, at various times in the history of the country, renaissance and leadership have come.

In the 8th century, Muley Idris, a descendant of Ali, son-in-law of the Prophet, fled from his own country and took refuge at Oulili (Volubilis), where he gained the confidence of the Berber tribes and succeeded in forming them into some semblance of a confederation. Poisoned by an emissary of Harun er-Raschid, who had watched his rise to power with apprehension, Muley Idris was buried in the town which bears his name and is revered as the



national saint of the country. His son Idris extended and unified the kingdom of his father, founding Fez, which he made his capital and where his memory is held in even greater reverence than that of Muley Idris, his father.

With his death the kingdom began to disintegrate. Schism split the tribes, and in the 10th century the Idrissides were defeated and driven into the mountains of the Riff, leaving their capital in the hands of Ziri Ben Atia. No unity was achieved until the 11th century, when in 1062 Yusuf Ben Tachfin came north from the Sahlâra, at the head of Berber insurgents, crossed the Atlas Mountains and conquered the country, founding Marrakech and establishing the dynasty of the Almoravides. During campaigns which rank among the most spectacular in Moroccan history, Fez was captured with little trouble, and the Riff and Tangier were hardly considerable obstacles in his way to Spain, which he attacked in a campaign of equal brilliance and success.

His, however, was a personal kingdom, and on his death it was easily overrun by the Almohades, Berbers of the Atlas Mountains, whose great figure was Ibn Tumert, an ascetic and scholarly reformer who founded the sect of the Muahidin (*El-Muahidin*—"Almohades"). Abd el-Mumeyn, Ibn Tumert's successor, completely dominated the country, defeating the remaining Almoravides and adding Tunisia and Algeria to his realm. Turning to his own land he established himself as an undisputed monarch, created a fleet and a well-organised army, surveyed the country as a basis for taxation, brought orderly commerce into being and became a patron of learning.

Abu Yakub Yusuf and Abu Yusuf Yakub "el-Mansur" were equally capable, maintaining both the wealth and prestige of the dynasty. To El-Mansur (1184-99) belong many of the public works of the country, to which he devoted himself after war with Spain. The Koutoubia of Marrakech, Hassan Tower of Rabat and the Giralda of Seville, as well as the foundation of Rabat, belong to his reign. With his son, however, the strength of the dynasty failed. Algeria and Tunisia regained their independence, war with Spain was unsuccessful, and the Almohades were compelled to turn for help to Berber tribes of the desert.

The Merinides fought for, and then against, the Almo-

hades, subdued the rebellious tribes and for a brief period restored order, rising to their height towards the end of the 13th century. The Merinide Abu Yusuf Yakub created New Fez in 1276, recaptured much of the lost territory and unified his kingdom. His successor, Abu Yakub, continued the war against Tlemcen, which had previously asserted independence, and during the siege of that city built the rival capital of Mansura facing its walls. Piracy and attacks on Spain marked his reign (1286-1307), but after his death the dynasty weakened. Native insurrection played its accustomed part in the history of the country and for two hundred years there was little cohesion.

During the 15th and early 16th centuries the Portuguese established themselves at all the strategic points of the coast, from Ceuta on the Mediterranean to Agadir on the Atlantic, fortifying their ports and penetrating inland. They took possession of Marrakech and levied taxes on most of the country, until in 1523 the Saadian sultans, coming on the wave of holy war, succeeded in taking Marrakech. After this success their progress was slow: not for thirty years did they succeed in capturing Fez. By 1580 they had almost entirely driven out the Portuguese, and their greatest figure, Ahmed el-Mansur, led his armies in victory from one end of the country to the other, penetrating south to Timbuktu. Under him the country came to a state of wealth and prosperity, but luxury and decadence contributed to the downfall of the dynasty, thus opening the way for the Alaouites, or Filalians, who also advanced north from the desert, coming from the Tafilalet, and at least in the inception of their campaign found a ready following in their asceticism.

In a reign of fifty-four years (1672-1726), Muley Ismail, their greatest Sultan, by virtue of individual genius once more welded Morocco into real unity, but on his death, failing a strong successor, disruption and anarchy followed, and by 1800 tumult was general. Inter-tribal warfare was continuous until some order was restored by Muley abd er-Rachman who, apprehensive of the progress of the French in Algeria, was led into aggressive methods, with the result that in 1844 disaster overtook the Moroccan troops at the battle of Isly, and made European penetration inevitable.



France, together with Spain, which had already consolidated holdings in the north, extended both territory and influence. The 19th century found Morocco internally disorganised and incapable of corporate action. On his accession, Muley Hassan (1873-94) made some effort to restore order, and sought the help of the French to that end, but under his son, Abdul Aziz, revolt blazed up again. The Sultan had genius neither for politics nor finance, his subjects gave him no allegiance, and insurrection, assassination and anarchy led to strong military intervention by the French on the Algerian border, as well as by the Spanish in their own Zone.

The treaty of Algeciras (1906) sought to define the influence of European powers and to bring some financial relief to the country, but failed of its real purpose—the pacification of Morocco. In almost every district the tribes turned against the Sultan. His brother Hafid took the opportunity of the general rising to proclaim himself sultan. Brigandage increased. Raisuli, an independent chief, took the English representative at the Sultan's court captive, and an attack on French subjects led to the landing of French troops at Casablanca in 1907. A progressive occupation ensued, which at one time menaced the peace of Europe when Germany sent a gunboat to Agadir. Further treaties consolidated both French and Spanish tenure in 1912, but military operations continued unabated even throughout the Great War.

Morocco is now a French protectorate, except for the Spanish Zone and the International Zone of Tangier. Muley Hafid resigned, and Muley Yusuf (1912-27) followed, to reign until his death. The present Sultan is Sidi Muhammed.

Disturbances, however, were not at an end. The mountain regions, the valley of the Sous, and the territories south of the Atlas were only pacified by slow degrees. In 1925 Abd el-Krim initiated a rising which cost Spain, and France, dearly before it was suppressed, and only since 1928 can the pacification of the country be said to have been accomplished.

## PRACTICAL INFORMATION

**Season.**—Morocco offers a wide range of climate, embracing that of mountain or plain, sea-coast or desert. On the coast the temperature varies little, but inland considerable and rapid changes may be expected. During the winter the hot sunshine of the day is succeeded by cold nights. Summer everywhere, except on the sea-board, is very hot, July, August and September being particularly exacting. Wet weather is almost unknown between May and October, but February and March are definitely rainy. The best time to visit Morocco is the late autumn or spring; for beauty of the country the spring is more to be recommended, for then the profusion of wild flowers presents scenes that will long be remembered.

**Time.**—Greenwich Time, expressed in accordance with the 24-Hour System, is observed throughout Morocco. There is no "summer time."

**Routes.**—The approaches from Great Britain to Morocco, excluding those by air (p. 21), fall into two groups—viz. (a) all-sea routes and (b) more rapid overland routes, of which the principal are those by way of France (Marseilles or Port-Vendres) and Spain (Algeciras).

(a) *From London to Tangier* by British India Line in five days, leaving Royal Albert Docks two or three times a month except during winter. Express trains, with restaurant and sleeping cars, are available for those who wish to continue their journey to Casablanca.

*From Southampton to Tangier* by Rotterdam Lloyd service in 4 days, leaving Southampton every 3 weeks. (For Casablanca, see above.)

*From Southampton to Ceuta* by German Africa service in 5 days; sailings usually take place once a month.

*From Liverpool to Casablanca.*—Vessels of the Yeoward Line bound for Madeira and the Canary Islands call at Casablanca occasionally. The voyage from Liverpool, including as a rule calls at Corunna and Lisbon, takes 7 days.

(b) *Via Marseilles.*—From Marseilles—accessible from London in 20½ hours via Calais and Paris, or in 21½ hours via Dieppe and Paris—there are sailings by the Paquet Line every Saturday to Tangier, reached on the following

Monday, and Casablanca, where the steamer arrives on the Tuesday morning. In addition, there are fortnightly sailings by this line (i) to Ceuta, Tangier and Casablanca (Sénégal Service), and (ii) via Tangier and Casablanca to Mazagan (Canary Islands Service). Use may also be made of the service (every 3 weeks) by Rotterdam Lloyd liners between Marseilles and Tangier.

*Via Bordeaux.*—From Bordeaux, reached from London in 18 hours by daily services via Paris, steamers of the Compagnie Générale Transatlantique (French Line) depart weekly for Casablanca, the voyage taking 3 days.

*Via Gibraltar.*—From Gibraltar—accessible from London in 51 hours, via Paris and Madrid, or in 4 days by sea—steamers of the Bland Line cross 5 times weekly in summer to Tangier, the passage occupying 3 hours (augmented service from mid-June to mid-July and in latter part of September, every weekday; in winter, weekly). Connections are made at Gibraltar with ships bound for England or the East.

*Via Spanish Ports.*—The Trasméditerranéa Compañía maintains several regular services between certain Spanish ports and Morocco. From *Algeciras*, reached from London by way of Paris and Madrid in 50 hours, there are steamers twice daily to Ceuta and once daily to Tangier, the passages taking  $1\frac{1}{2}$  and  $2\frac{1}{2}$ -3 hours respectively. A longer crossing is that by the daily service from *Malaga* to Melilla; the journey from London to Malaga, via Paris and Madrid, occupies  $47\frac{1}{2}$  hours. Melilla is also served by a twice-weekly service from *Almeria* (49 hours from London). Six times a month there is a sailing from *Cadiz* to Larache.

*For approach from Algeria via Oudjda*, see pp. 94 and 156.

**Air Services.**—A rapid journey to Morocco can be effected by making use of the Toulouse-Casablanca air service. Leaving London at midday by Imperial Airways or Air France, the passenger reaches Paris in the afternoon and entrains in the early evening for Toulouse.

Hence a machine of Air France departs early next morning for Tangier (reached in  $8\frac{1}{2}$  hours), Rabat ( $9\frac{1}{2}$  hours) and Casablanca (10 hours). A sleeping-car is attached to the train from Paris to Toulouse, and a motor-car meets the train at Toulouse for the conveyance of passengers to the aerodrome.

**Ports.**—The enlargement and improvement which has been carried on during the last twenty years continues, and the whole coastline is well served. In the Spanish Zone there are the Mediterranean ports of Melilla, Tetuan and Ceuta. Tangier, in the International Zone, is one of the main gateways of Morocco, while on the Atlantic coast the ports now open to general trade are Larache, in the Spanish Zone, Port-Lyautey (Kenitra), a river port on the Sebou, Rabat, Fedhala, Casablanca (the chief port of French Morocco), Mogador and Mazagan. Agadir, which was closed until 1930, is now being reopened to trade.

**Hotels.**—The hotels of the country have been improved and new ones are constantly being erected. In the major cities the accommodation is excellent. In the smaller towns, although there is room for much improvement, comfort if not luxury can be obtained. The traveller is reminded that hotels of inferior standing are not always correspondingly lower in charges.

It is important that, in so far as possible, arrangements should be made in advance, many towns possessing only one good hotel. The Compagnie Générale Transatlantique owns a number of hotels ("Transatlantiques"). These offer a guaranteed standard of accommodation and service, and are to be found not only in the leading towns, but placed at suitable distances on the principal motor routes.

Hotel cuisine, good in the country at large, is excellent in the towns. French and Spanish methods of cooking prevail in the respective Zones; native cooking is original and as a rule not distasteful to the European palate.

**Restaurants.**—In the large towns these are numerous, but the traveller should remember that at most hotels the charge for rooms is higher if he eats elsewhere. Meals can be had *à prix fixe* or *à la carte*, prices generally being moderate.

**Expenses.**—For moderate comfort, including travel in the country (but not taking into account fares to and from Morocco, which vary greatly with the route and class of travel selected), the cost should not be more than 100 fr. per day. Travellers *de luxe*, and those who travel otherwise than by train or standard motor-coach services, will find the cost considerably higher, but for the average tourist the figure given should prove to be a fair basis.

**Travel Agents.**—There are Wagons-Lits/Cook Offices at *Casablanca* (Rue de l'Horloge), *Fez* (122, Boulevard Poeymirau), *Rabat* (in Rabat-Ville Station), and *Tangier* (Garage Vulcain, 26, Boulevard Pasteur; also Ticket Office on Wharf).

**Passports.**—*French Morocco.*—All passengers, including French nationals, proceeding to Morocco must hold valid passports. British and United States subjects whose passports are *visé* for France may also enter Morocco.

*Spanish Zone.*—Passports are required, certain nationals, including British, being exempt from obtaining the Spanish visa.

*International Zone.*—Passports must be held, but at present no visa is necessary.

From time to time regulations concerning alien residents in Morocco are issued. Registration may be necessary; for information as to existing conditions application should be made at the appropriate consulate.

**Baggage and Customs.**—In a country where much of one's travelling is likely to be by road, luggage should be reduced to the minimum and made as easily portable as possible. If it can be conveniently so arranged, the traveller should take only a small trunk or valise which can be carried in the hand. To those who cannot do this a strong *leather* portmanteau is recommended; it should be of simple construction and possess a good lock, to facilitate Customs examinations.

Passengers on Moroccan railways have a free baggage allowance of 30 kilog. (66 lbs.); children travelling at half-fare may take 20 kilog. (44 lbs.) only. The charges for excess baggage are made in accordance with the official tariff, there being no advertised uniform rate. On express trains only personal luggage is carried. The usual restrictions with regard to the introduction into carriages of bulky or otherwise offensive articles are in force throughout the system.

On the motor services of the C. T. M. (p. 27) each passenger may take 10 kilog. (22 lbs.) free of charge. Additional baggage is charged for at a fixed rate of 3 c. per kilog., with a maximum per person of 30 kilog. Passengers by the services of the Société des Voyages et Hôtels Nord-Africains (p. 27) may each take free of charge

two pieces of luggage measuring not more than  $65 \times 40 \times 25$  centimetres ; larger baggage is despatched by rail.

The Customs authorities require the passenger's presence at the baggage examinations which are held on entry into Morocco or Algeria or on passing from the Spanish to the French Zone. The ordinary possessions of the traveller are not likely to incur any heavy duties ; but those making purchases in Morocco should note that export dues on nearly all manufactured goods are levied at Moroccan ports and at the Algerian frontier. These dues apply particularly to carpets, matting, fabrics, wood-work, pottery and metal-ware.

Most articles are *liable to duty* on entry into Great Britain or Northern Ireland.

All goods acquired abroad or during a voyage, however small the quantity and whether or not they have been worn or used, must be declared to the Customs officer who examines the baggage and must be produced on demand. The concession under which passengers may be allowed to retain small quantities of dutiable goods without payment of the duty does not apply to dutiable goods in registered baggage or in unaccompanied baggage. (*Vide H.M. Customs and Excise "Notice to Passengers."*)

**Passengers' Baggage Insurance.**—Travellers can insure their baggage on payment of a small premium. The insurance includes the risks of theft and loss of the baggage. Particulars can be had from any office in Great Britain of the Cook—Wagons-Lits World Travel Service.

**Equipment and Health.**—Certain elementary precautions are recommended. If the stay is to be of long duration, inoculation against typhoid and vaccination against small-pox are wise, and it is as well to carry the usual certificates. On rare occasions entrance to a commune is barred on account of an outbreak of infectious or contagious disease.

For bodily comfort, fairly thick clothing (such as would be suitable for autumn wear in England), together with a light overcoat to be worn in the evenings, should be carried during the winter. No especial outfit is called for, and evening clothes will not be found useless.

Against the bites of insects iodine is useful, and the traveller should be provided with some carminative or



other to resolve any slight disorder that may arise from a change of regimen. Quinine should also be carried, and taken on any suggestion of febrile disorder. A pair of tinted spectacles should on no account be forgotten. Generally, the drinking water is good in the larger towns. Away from them, failing full assurance, it is better to use boiled or bottled water. Apart from these simple precautions travel in Morocco calls for no greater preparation than travel on the other side of the Mediterranean.

**Money.**—*French Zone.*—Since the native Hassani was demonetised in 1920 the sole currency of French Morocco has been the franc. The Moroccan State Bank issues notes of all denominations from 5 fr. upward and mints coins of 10 and 20 fr., the Moroccan franc having been since 1928 on the same gold basis as the French franc. This money is not legal tender in Algeria and Tunisia, but it may be exchanged on demand at the banks for French currency at face value.

*Spanish Zone.*—Spanish and native money are current, but the traveller who has nothing but French currency will experience little difficulty at hotels or commercial houses. The native money, known as Hassani in commemoration of Muley Hassan, father of the reigning Sultan, is in the form of copper and silver coins.—*Copper.*—The Fels (pl. Flus)=approx. 1 centime; 3 Flus=1 Oukia (pl. Ouak) or Dirhem (pl. Drahem); 7 Drahem=1 Guerch. There are also 5- and 10-centime pieces. *Silver.*—The unit is the Hassani peseta. The Guerch (or Beliun)= $\frac{1}{4}$  Hassani peseta; the Rubo=1.25 Hassani pesetas; the Nuss Rial or Nuss Duro=2.5 Hassani pesetas; the Rial or Duro=5 Hassani pesetas.

*International Zone.*—French, Spanish and native money are all legal tender.

*Cook's Travellers' Cheques* afford a safe and simple means of carrying funds whilst travelling. They are issued in denominations of £2, £5, £10, and £20, and of 10, 20, 50 and 100 dollars, and can be cashed in all parts of Europe and North Africa.

**Communications.**—**RAILWAYS.**—French Morocco now possesses some 800 miles of standard-gauge track. During the last decade the light railways constructed for military purposes have been largely supplemented or replaced by

new lines approximating to those of Europe. An additional 150 miles of track is either projected or under construction, including a standard-gauge line which will supersede the narrow-gauge section on the route from Rabat to Oudjda. (At present, passengers are conveyed by autobus between Fez and Oudjda.) There are two systems, that of the *Compagnie Franco-Espagnole du Chemin de fer de Tanger à Fez* and the *Chemins de fer du Maroc*. The latter is divisible into two main sections—the coastal line serving Casablanca, recently extended to Marrakech (with a branch to Oued Zem), and the line from Rabat via Meknes and Fez to Oudjda, where the P.-L.-M. Algérien (p. 107) is joined. The principal junction is at Petitjean.

Steam traction is employed on nearly all lines. First-class travel is strongly recommended. Second class is comfortable, but third and fourth class are not advisable for the visitor. The usual rates are 32 c. per kilometre for first class and 25 c. for second. Restaurant-cars, open to first- and second-class passengers free of extra charge, are attached to the principal trains; at night there are first- and second-class sleeping-cars, available on payment of the customary supplement.

Return tickets are issued at a reduction of 25 per cent.; those for a round trip of 400 or more kilometres entitle the passenger to certain breaks of journey, either free or on payment of a small supplement. Holiday, excursion and season tickets, as well as cards empowering the holder to travel at half-fare, are also obtainable.

Where there is no standard-gauge line travellers can make use of the narrow-gauge military railways, of which there are some 600 miles in operation. In the Spanish Zone there are about 95 miles of similar railways.

MOTOR-COACH SERVICES.—Various factors have assisted in making the public motor services of Morocco perhaps the most valuable of the facilities conferred by the European occupation and one of the most noteworthy developments in African travel. These services, which form a network covering almost the entire country, are operated to timetable and employ the most up-to-date vehicles. Some out-of-the-way settlements depend on transport facilities which are chiefly used by the native population; these services are for the mildly adventurous who do not object when *contacts indigènes* are unavoidable. South of the Atlas



services are in general less intensive. On the principal highways of the country, and on routes serving places of interest to visitors, the services are luxurious, reliable and inexpensive, the prevailing rate (first class, which is recommended) being 30 c. per kilometre (children under 3, free; over 3 and under 7, half-fare). On most lines there are two, or even three, classes; it is advisable in every case to reserve accommodation as long ahead as possible. Break of journey is allowed at any point *en route*, provided that seats are reserved for the departure by which it is intended to resume the journey. Return tickets are obtainable at a considerable reduction. Passengers holding return tickets must notify the company of the proposed return at least 3 hours in advance.

The principal company is the Compagnie Générale de Transport et Tourisme au Maroc, which issues a free timetable at frequent intervals. During the spring, autumn and winter, motor tours embracing the leading centres in Morocco are operated by the Société des Voyages et Hôtels Nord-Africains, an associated organisation of the Compagnie Générale Transatlantique.

**Motoring.**—The duty on motor vehicles entering Morocco is 12½ per cent. on the declared value, recoverable on departure from the country within twelve months. The possession of a Triptyque, which the Automobile Association and the Royal Automobile Club are privileged by the authorities to grant to their members, obviates the necessity of paying duty and relieves the motorist of a good deal of trouble. The holder is required to deposit with the body issuing the Triptyque the amount of duty. Of this sum a minimum of £50 in the case of a motor-car (or £10 in the case of a motor-cycle) must be deposited in cash; the balance may be given in the form of a Banker's Indemnity or an Insurance Guarantee.

The International Driving Permit and the International Certificate for Motor Vehicles, which permit the holder to travel in any of those countries (including Morocco) that have adhered to the International Convention of 24th April 1926, without obtaining the special licences or carrying special numbers in each country, are issued under Government authority by the A.A. and the R.A.C. to any applicant who fulfils the conditions laid down by the Ministry of Transport, independently of whether he is a member of

either organisation or not. Plates are issued, the distinguishing letters for Great Britain being "G.B."

The rule of the road is to keep to the right and overtake on the left. There is no general speed-limit, but local restrictions obtain in Casablanca and other large towns. A speedometer calibrated in kilometres is useful, and during most months of the year (see *Season*, p. 20), the driver should be on his guard against dust. In a country where towns, and even villages, may lie 50 miles apart, the motorist should pay particular attention to tyres and petrol supply before setting out on a journey.

The principal motor road of the Spanish Zone is that from Ceuta to Tangier and the frontier of French Morocco. Apart from this the Zone possesses few roads of great importance, the sole valuable east to west link by land being provided by the new highway from Tetuan to Melilla, passing through some of the most remarkable scenery in North Africa.

French Morocco possesses a straight and level network of roads connecting all the important towns and linking up with Algeria. The improvement in these roads has been the most striking development in the country. Maintained in good condition by the authorities and crossing vast plains, the system extends as far south as Marrakech at the foot of the Atlas Mountains. There are in all nearly 2500 miles of main and 1500 miles of secondary roads, all excellent and varying only in width; the main trunk roads are on the average 26 feet wide, with about 13 feet of metalled surface; other main roads are about 19 feet wide. The minor roads and tracks usually have a level dirt surface. During the winter motorists are advised to exercise great care over wet surfaces, and in the mountainous regions some damage to the roads after heavy rains may be expected. A fairly powerful car with good clearance is recommended if a comprehensive tour is contemplated, although a light car can circulate with comfort on the main roads.

In the leading towns motor-cars, together with the services of competent drivers, can be hired for long or short periods; the visitor should exercise discretion in the choice of a vehicle. These professional drivers have the advantage of familiarity with the roads which, in the mountain regions, are not always easy to negotiate.

The maps prepared and published by the *Service Géo-*

*graphique du Maroc*, of Casablanca, are up-to-date and suited to the needs of the motorist.

### Postal Information.

FRENCH MOROCCO.—Moroccan stamps are issued. The following are rates which will be found useful by the traveller:

#### Letters.

Inland, France and Colonies .	up to 20 grms.	Fr. 0.50
	from 20 to 50 grms.	„ 0.75
	from 50 to 100 grms.	„ 1.00
	plus Fr. 0.40 for every additional 100 grms. or fraction	
Foreign . . . . .	up to 20 grms.	Fr. 1.50
	plus Fr. 0.90 for every additional 20 grms. or fraction	

#### Post Cards.

Inland France and Colonies	{ with not more than 5 words . . . . .	Fr. 0.15
	{ with more than 5 words . . . . .	„ 0.40
Foreign . . . . .		„ 0.90

#### Air Mail.

Inland France and Colonies	{ Letters not exceeding 10 grms.	Fr. 1.50
	{ plus Fr. 1.00 for every additional 10 grms. or fraction	
Foreign . . . . .	{ Letters not exceeding 10 grms.	Fr. 2.50
	{ plus Fr. 1.00 for every additional 10 grms. or fraction	

### SPANISH ZONE.

#### Letters.

Inland, Spain, Portugal, United States and South America	{ for every 25 grms.	Pts. 0.25
Elsewhere . . . . .	up to 20 grms.	Pts. 0.40
	plus Pts. 0.25 for every additional 20 grms. or fraction	

#### Post Cards.

Inland, Spain, Portugal, United States and South America . . . . .	Pts. 0.15
Elsewhere . . . . .	Pts. 0.25

### INTERNATIONAL ZONE (British Post Office).

#### Letters.

Great Britain and British Empire . . . . .	up to 1 oz. . . . .	2d.
	plus 1½d. for every additional oz.	
Other Countries . . . . .	up to 1 oz. . . . .	2½d.
	plus 1½d. for every additional oz.	

#### Post Cards.

Great Britain and British Empire . . . . .	1½d.
Other Countries . . . . .	1½d.

## TANGIER

[See Plan, facing p. 34]

Tangier, the ancient *Tingis*, an early trading-post of Carthage, lies on the Atlantic edge of the Straits of Gibraltar. Beautifully situated on a fine horse-shoe bay, and enjoying a mild and agreeable climate, the town presents a romantic, if not typically Moroccan, appearance when approached from the sea. The city is built on a hill, commanded by the Kasbah or citadel, and may roughly be divided into three main sections: port, native town, and new town.

The port is of considerable commercial importance and, although it suffered by the development of other towns on the Atlantic seaboard, an increasing trade is now done in imports of metals, chemicals, china, cloth, foodstuffs and petroleum, and exports of fish, hides and skins, slippers, wax, eggs and agricultural produce. Anchorage is about a mile from the town, with depth of water sufficient for the largest vessels. Until recently the harbour itself was insufficiently equipped, but the new basin, with inner and outer mole, provides greatly improved accommodation. A large modern quay is now under construction. The new Avenida de España, lined with palms presented by the Spanish government, makes an impressive approach to the port.

Lying in a neutral zone of about 225 square miles, which in turn is surrounded by the Spanish Zone, Tangier has a population of about 53,000, comprising 10,000 Europeans, 35,000 native Muhammedans and 8000 Jews. It is governed by a commission of Spanish, Italian, French and British Chancellories, and a representative of the Sultan of Morocco, the Mendoub. The United States, Holland, Belgium and Portugal are represented by their consuls.

*Hotels*.—El-Minzah Palace; Cecil; Villa de France; Continental; Grand Valentina; Majestic; Cavilla; Bristol. *Restaurants*.—At most hotels; also Camugli, La Fuentequilla, Fuentes. *Cafés*.—In Small Market. *Taxis*.—At harbour and in Great Market. *Motor-buses* (town services) from Great Market. *Motor Coaches* for Rabat, Casablanca (C.T.M.), Larache, Tetuan, Ceuta, etc., from Esplanade (departures daily).

*Wagons-Lits/Cook Offices*.—26, Boulevard Pasteur (Garage Vulcain); Ticket Office on Wharf. *British Post Office*.—Small Market.

*Theatres and Cinemas.*—Cervantes; French Kursaal; International Kursaal; American Cinema; Olympia; Alcázar Cinema. *British Consulate-General.*—Street of the Spanish Legation. *U.S. Consulate-General.*—Mount Road. *Railway Station* (Tangier-Fez Railway).—Off sea-front, in new town. *Excursions.*—A half-day excursion in the city by mule or donkey and a whole-day motor excursion to Tetuan are organised weekly by the Wagons-Lits/Cook World Travel Service.

Probably a Berber settlement prior to the advent of the Carthaginians, who made it a trading post, Tangier was, under the Romans, at first a free though tribute-paying city, but it was created a colony by Claudius, becoming capital of *Mauretania Tingitana*. Thereafter it shared the common history of the country. In 429 the Vandals entered; in 524 came a feeble echo of Rome in the Byzantines. In 621 the Visigoths landed, and the Arab invasion of the same century brought the Muhammedan general Okba Ben Nafi (Sidi Okba) to the town in 682. Musa Ben Noceir, on the second wave of the invasion, ravaged the town in 707, massacre of the Christians ensuing. For several centuries it remained in the hands of the rulers of Morocco, and served as starting-point for the expeditions against Spain. In 1471 the Portuguese captured the city, but it was taken by Spain in 1578, reverting in 1640 to Portugal, by whom it was ceded to England as part of the dowry of Catherine of Braganza in 1661. The English occupation was short and costly. Muley Ismail succeeded in compelling evacuation in 1684, since which time Tangier has been actually or nominally part of the Moroccan Empire.

*Tangier is a port of call for ships cruising in the Mediterranean, and the following itinerary, including all the principal points of interest, can be accomplished in one day.*

Starting from the Customs, you first observe the ruins of the ancient (English) mole, dating from the 17th century. The *Marine Gate* (*Bab el-Bahar*) [note Port Battery on left as you descend to the town] gives access to the city. Immediately on the right is the Street of the Kasbah, leading uphill to the Citadel and the Sultan's Palace (see p. 33).

Following the road from the harbour, you come to the 17th-century *Great Mosque*, which was restored in the 19th century. It has a showy minaret, green-tiled. Entrance is prohibited to non-Moslems; the front has some fair stonework, tiling and wood-carving. Almost opposite is an old *Medersa* (College), which can be visited. Now used as an out-relief station for the native poor, it probably dates from a period prior to the Portuguese occupation, and the interior, although of little architectural merit, is

interesting. Note the curious cubicles in the courtyard, formerly occupied by the students.

Continuing, you come to the *Small Market* (*Petit Sokko*). The British Post Office is on your left as you enter the market-place, the Spanish Post Office nearby and, in the Street of the Spanish Legation, are the British Consulate and the French Post Office. On the right of the Petit Sokko begins the Street of the Christians, leading through the old town to the Kasbah.

Around the market-place are cafés, and while taking coffee or an *apéritif*, you may spend an interesting quarter of an hour watching the colourful ebb and flow of the life of the quarter. Crossing the market-place to the *Darb es-Siaghin* (a very good shopping street, meeting nearly every need), you pass the Catholic Church on the left and come to the GREAT MARKET (*Grand Sokko*), the liveliest and most characteristic centre in Tangier, with its daily spectacle of traders, conjurers, snake charmers, musicians and beggars. Camels and donkeys bring in loads of goods for sale, and the native women make picturesque figures in their umbrella-shaped straw hats. The *Fish Market*, which is not immediately evident, but which faces across the Sokko toward the mosque, is remarkable for colour.

Almost facing the Fez Gate are the administrative *Offices* of the Sultan's representative for the International Zone (the Mendoub), a pleasing Moroccan building, with large and well-kept gardens. At the junction of the San Francisco Road and Mount Road is the modern and not remarkable *Mosque of Sidi Bou Abid*, near to which is the Protestant Church. Mount Road runs through the Muhammedan cemetery (entrance prohibited), on either side of which are Christian cemeteries.

Returning to the Grand Sokko, take the road by the Fez Gate running parallel to the walls (Street of the British Telegraph Office) to reach the Marshan Plateau, about a mile and a quarter distant, mainly uphill (motor-bus every half-hour). The street takes you past the Telegraph Office and the Jewish College, and, rising steeply, comes to the Kasbah Gate. On the left, a branch-road takes you past the Italian Legation and *El-Menhebhi*, the palace of a former member of the Sultan's ministry, standing in fine grounds, behind which is the French hospital. Farther on



is the *Institut Pasteur* (left), and facing it the *Residence of the Shereefs of Ouezzan*, excellent in style and well situated. You now come out on to the *Plateau*, offering a fine view. Facing the plateau is the English Hospital.

Returning to the KASBAH, note (before passing through the gate) the powerful crenellated walls. Entering, you come to a small courtyard, in which are the barracks of the Spanish police and—on the left—the *Naam* battery, which overlooks the sea. Continuing toward the main square of the citadel, you will find several buildings of interest. The *Dar el-Makhzen*, an old palace of the Sultans, dates from the middle of the 18th century; note the arcades and marble columns, mosaics and tiling. Off the courtyard of the palace are various chambers of interest. The building now houses a workshop for the instruction of youths in carpet-making, which is worth visiting.

Other buildings nearby are the prisons, the Mosque of the Kasbah, the old Law Courts and the *Bit el-Mal*, or former treasury. This building, of straightforward and not unattractive design, dates from the 17th century. The interior is in good Moorish style, with graceful arches and columns. Note the strong-boxes, which formerly contained specie, and pass through to the inner courtyard, where there are rooms with striking decorations and woodwork.

Leaving the Kasbah by the *Bab el-Assa*, take the Street of the Kasbah, continuing along as if to the Marine Gate and the Harbour, but branching off through the Street of the Christians (right) in order to rejoin the Petit Sokko. This journey through the old town is most interesting.

Stretching south from the Grand Sokko is the *New Town*, well laid out and of some interest. The Street of the British Legation leads to the British Legation, and to the junction of the Street of Legations, which brings you to the French Legation, the *Résidence de France* and, if you turn to the left at the Residence, to the Place de France—the centre of the new town—from which the Boulevard Pasteur leads to the main artery and the sea-front. Following the front, you reach the *Tobacco Factory*, which may be visited on request. Continuing, you come to the *Oued es-Souani*, with the ruins of a Byzantine bridge, and to *Old Tangier* (*Tanja el-Balia*), the site of a Roman settlement.

EXCURSIONS.—*Montaña (La Montagne)*.—This suburb, which lies about 3 miles from Tangier, is reached by way of Mount Road, which starts at the Grand Sokko (p. 32), passing the *Italian*

*Schools* (once the palace of the Sultan, but of little distinction). Numerous villas of the European colony have been built in the neighbourhood, amid delightful surroundings. On the Djebel plateau are the *Palace* of the ex-Sultan Abdul Aziz and the especially fine *Villa Perdicaris*, the house of El-Glaoui, one of the dominant chiefs of Southern Morocco.

*Cape Spartel* (6 miles).—This can be reached by automobile, or on foot from the Grand Sokko, via the San Francisco Road. The trip makes a pleasant afternoon's excursion. There is an excellent view from the top, where there is a lighthouse.

*Cherf el-Akab* (11 miles).—Follow the Fez and Rabat roads. The surface is good all the way, and you pass through pleasant country by way of the aerodrome and *Aïn Terfania*. Interesting prehistoric remains are to be found at Cherf el-Akab, the reputed burial-place of the Libyan giant Antæus, who was defeated in a contest with Hercules.

### TANGIER TO TETUAN AND CEUTA

*By Sea* to Ceuta, and thence rail to Tetuan. To Ceuta (sea passage, about 40 miles, in 3 hours) by Trasmediterranea line on Thursdays; or by way of Algeciras (staying overnight there) on Sundays, Tuesdays, Thursdays and Saturdays. From Ceuta to Tetuan: frequent daily services by train or motor coach (1 to 1½ hour's travel).

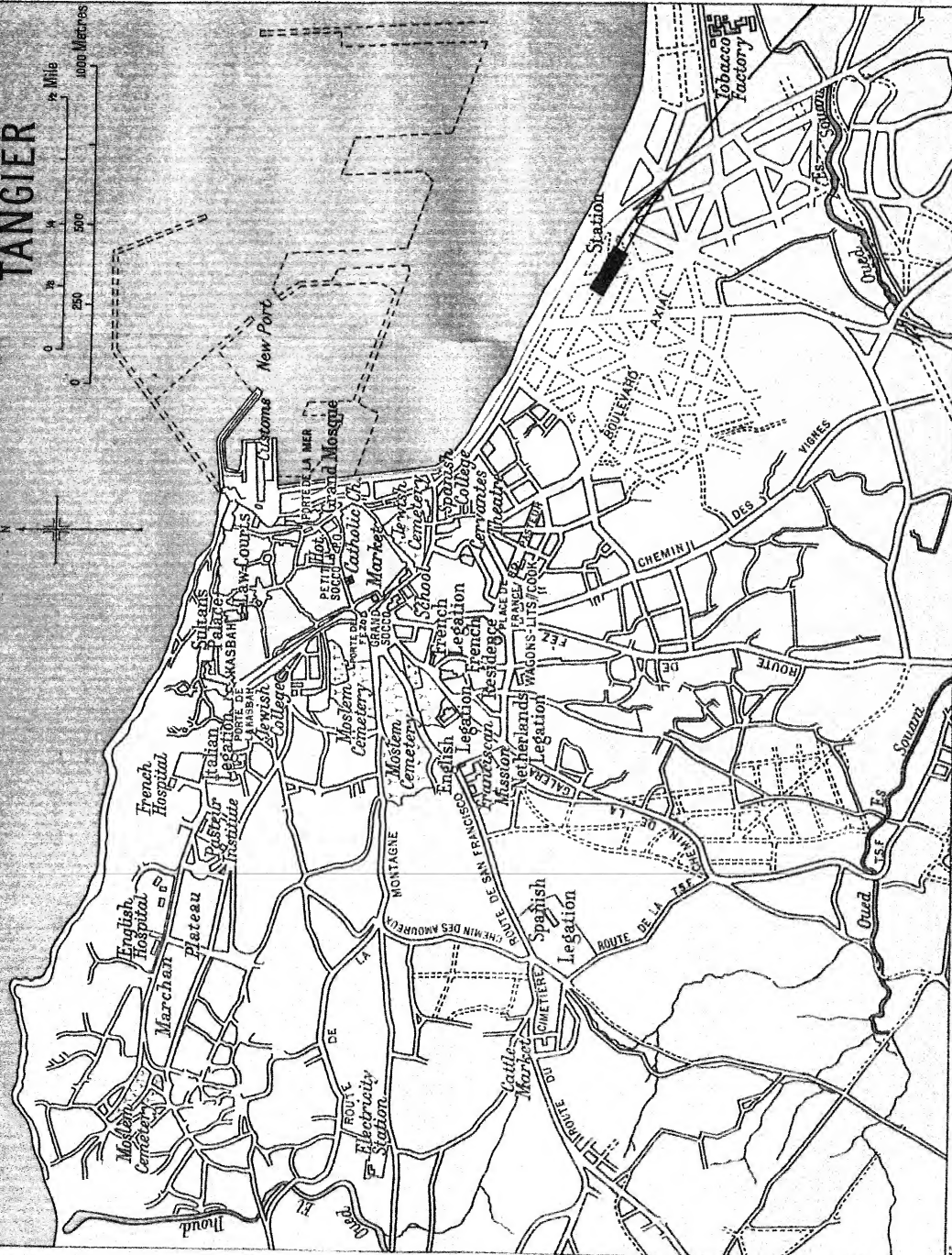
*Tangier to Tetuan*.—[By road a journey of 27 miles along excellent (surfaced) roads all the way. Motor coach services daily in each direction (Valenciana).] Leaving Tangier by the Tetuan road, you cross the railway (3 miles) to the Bordj (8 miles), on the boundary of the International Zone, and to Zinat (9 miles), the Spanish control [passports examined], whence the road lies through pleasant country. Note the *Busfeha Bridge* (about 20 miles), of Portuguese construction, near which two notable Spanish actions have taken place, one against the Riffs in 1860 and another in 1919 against Raisuli. After passing the junction of the road to Chechaouan, the route runs parallel to the railway; a very short distance to the right are ruins of the ancient *Tamuda*, with excavations (p. 35).

As Tetuan is in the Spanish Zone, a visa is necessary for certain nationals (see p. 23), and the traveller is reminded to take Spanish currency with him.

**Tetuan** lies some three miles inland. The Port (Río Martín), at the mouth of the river Martín, is connected by



# TANGIER





narrow-gauge railway. There are no docks or quays at the port, and anchorage (difficult in some winds) is in the open roadstead. Situated on a rocky plateau, dominated by mountains, Tetuan is imposing when approached by the Western Gate. Around it are irrigated olive orchards and cultivated patches. The walls of the old town are imposing, and life in the streets is varied and interesting.

The population is about 38,000, comprising some 18,000 Europeans, mostly Spanish, 5000 Jews, and the remainder native Muhammedans. Tetuan is the official seat of the Spanish Commissioner and of the Khalif, representing the Sultan in the Spanish Zone. A European town extends to the west of the old town.

*Hotels.*—Nacional (late Alfonso XIII); España; Cortes; Suiza. *Restaurants and Cafés.*—At leading hotels and in central square. *Taxis.*—In central square. *Theatres.*—Spanish Theatre; Reina Victoria. *Railways.*—Narrow gauge for Rio Martín; standard gauge for Ceuta. *Motor Coaches.*—To Tangier, Ceuta, Chechaouan—daily services. *British Consulate.*—Ensanche.

Modern Tetuan, the ancient *Tamuda* (the site of which lies about 3 miles to the south), ascribes its foundation to the beginning of the 14th century. In the year 1400 the Arab town was captured and destroyed by the Spaniards, but was rebuilt and repopulated nearly a century later by Moors driven out of Spain, who made it a commercial and piratical centre. Reprisals resulted in the closing of the port in the 16th century. In 1720 Spain sent a religious mission, and later a military expedition of 50,000 men, which took the city, releasing it only on payment of a considerable indemnity. Since 1913 the city has been in Spanish hands.

*The city is small, and quickly seen; one day is ample.*

The natural centre of the town is the old *Market-Place*, now the heart of European activity and stripped of its former colour, from which access is to the old town through various gates. In the market-place are the main administrative buildings, including the *Palaces* of the Spanish High Commissioner and the Khalif. This latter, by the *Bab el-Mechouar*, is an old and interesting building. Note the small but pleasing *Mosque of Sidi Abd Allah*, and the *Mosque of the Pasha*.

(1) Take the *Derb et-Terrafin*, a street of good shops, and turn to the left into the Street of the Tinsmiths (*Kzadriin*) for the fish-market and the *Souks*, which are

extremely colourful and varied, with gatherings of slipper-makers, silk merchants, sellers of perfumes and inlay-workers. Continuing to the general market, you observe a small stronghold dating from the 15th century, the caravanserai, and a Moorish café. Reaching the Tala, the street rises to the *Kasbah*, a poor Arab citadel, offering little novelty but commanding a good view of the city.

(2) Continuing straight on from the *Derb et-Terrafin*, you come to the *Seguia Foukia* [note the narrow, blind-walled streets that branch off] and take the *Derb Hammam Amalhi* to the *Mosque of Sidi es-Saïdi*, one of the finest in the city, with pleasing colonnades, domes, tiles and fountains, and a good minaret.

(3) The ghetto, or *Mellah*—a small quarter—is reached directly from the square, and, if it contains little that is outstanding in the way of architecture, it is worth visiting for the colour of the passing crowd and the rectangular maze of narrow, vaulted streets. Almost immediately on entering you see the technical school for Jewish children. The *Synagogues*—lacking in interest—may be visited; note the tablets commemorating various donations to their funds.

(4) To the east, just outside the town, is the *Moslem Cemetery*, which is of some interest, particularly on Fridays, when the women pay their visits, ostensibly to watch by the graves of the dead but, since the cemetery is then closed to men, actually to take the opportunity of meeting together without restraint.

EXCURSIONS.—*Rio Martín*.—The port of Tetuan lies at the mouth of the river Martín (3-4 miles), and can be reached in 20 minutes by narrow-gauge railway or by road. A settlement of about 6000 people, it has a sea-front which is a popular resort of the people of Tetuan. (See also p. 34.)

*Chechaouan* (44 miles) is accessible by a motor road of good surface, possessing occasional difficult features which demand care. [Motor coaches daily in each direction.] The country is pleasant and well-cultivated for most of the way, and the route passes through native villages of moderate interest. Chechaouan is an agricultural centre, with a population of about 5000. Of distinct charm, it dates from the end of the 15th century, and was taken by the Spanish forces in 1920. The houses, with their tiled roofs, are attractively placed, and there is a very small Jewish quarter (*Mellah*). Fine gardens enhance the town's appearance, and there are ruins of an old *Castle*.

[From Chechaouan, a mountain road of military significance crosses the rugged country of the Rifis by way of *Targuist* to Melilla (p. 98), approximately 200 miles distant: a very difficult and unsheltered journey.]

*Tetuan to Ceuta.*—[The journey (25 miles by road or rail) occupies about an hour and a half. Several trains and motor coaches daily in each direction.] The road is excellent, well-paved and surfaced, and follows the railway closely along the coast. After leaving Tetuan, you cross the railway and two small rivulets, bearing right to Cabo Negro and passing the village of *Rincon* (6 miles). Again crossing the railway and the Oued Smir, you continue along the coast (with the railway between road and sea), to *Riffien* (17 miles), a small settlement. The railway is crossed once more at Miramar, just outside Ceuta.

**Ceuta** (the ancient *Sibta*), is part of the province of Cadiz and in practically every respect a European town. It is situated on a sheltered harbour created by two moles, which enclose a small bay. Vessels drawing 30 feet can come alongside the quay, and the harbour is being improved to accommodate vessels of 45 feet draft. Considerable export trade in antimony, ores and hides is done. The population is 35,000, mostly Spanish, with a garrison of 6000.

*Hotels.*—Majestic; España; Alhambra; Terminus. *Restaurants and Cafés.*—On Avenida Gómez Pulido and Avenida Primo de Rivera, and at principal hotels. *Taxis.*—Rank on Avenida Gómez Pulido. *Theatres.*—El Rey; Apollo. Several *Cinemas.* *Railway Station.*—Near harbour.

Ceuta was known to the Carthaginians and held by the Romans, Vandals, Byzantines and Visigoths in turn. The Arabs made an unsuccessful attempt to take the town in 711; later it came into the hands of the rulers of Morocco. From the 12th century onward it was a trading station of the Genoese and Pisans. The Portuguese under King John I took the city in 1415, and the Spaniards in 1580, in whose hands it remained, withstanding repeated attacks. British troops were installed in 1810, but the town was restored to Spain at the end of the Napoleonic wars.

*What little there is of interest in the town can be seen in a few hours.*

Ceuta is the strongest natural fortress in North Africa, and is built in semicircular form on a peninsula. Arriving



either by road or rail, you cross the narrow neck from the mainland through any of the streets to the promontory and arrive at the Plaza de los Reyes, which is surrounded by public buildings of some pretensions, including, in particular, the *Church of St Francis*, with a fine interior. Crossing over, and taking the Calle de José Luis de Torres, you come to a new section of the town and pass the interesting *Church of Our Saviour*, dating from the early 18th century, and the old Franciscan monastery (now a hospital) on your way to the Plaza de Torrijos, with its barracks. Following the street named after King John I of Portugal, which rises steeply, you come to other barracks which accommodate the garrison, pass the fort on Mount Acho and reach the lighthouse, which affords a view. Returning, you take the right fork, follow the cliffs on the farther side and descend to the town.

Crossing to the sea, you can then follow the promenade to the Plaza de la Constitución, which lies a little inland. This is a well laid-out square around which are various public buildings; in the centre stands a war memorial surrounded by a small park. Of the buildings, the *Town Hall (Ayuntamiento)* and the *Cathedral* are to be noted. The cathedral, of poor architecture, replaces a mosque and dates from the early 18th century; the interior has some fair mural decorations. The 18th-century *Church of Our Lady of Africa* has a collection of trophies of the Moroccan wars. On the sea front are fortifications, the old moated towers being of considerable interest.

## TANGIER TO THE SOUTHERN CITIES

### I.—ATLANTIC COAST

[See Map, facing p. 88]

ROUTES.—*By Sea*.—(i) *Larache*: Fortnightly service by Compañía Trasmediterránea (approx. 60 miles).—(ii) *Casablanca*: Cie de Navigation Paquet, three services monthly. Bland Line, every Thursday. Compañía Trasmediterránea, fortnightly (230 miles).

*By Rail* (from Tangier-Plage station).—(i) *El-K'sar el-K'bir* (60 miles) in approximately 2 hours; 2 services daily; 4 classes; direct.—(ii) *Rabat* (210 miles): As above. Change at Petitjean; journey, 6½ hours.—(iii) *Casablanca* (260 miles): As above. Change at Petitjean; journey, 8½ hours.—(iv) *Meknes* (161 miles): 5 hours 41 minutes direct.—(v) *Fez* (194 miles): 7¼ hours direct.

*By Road*.—The C.T.M. maintains a daily service (1st class only)

between Tangier and Rabat/Casablanca. Rabat (173 miles) in 7 hours. Casablanca (230 miles) in 9 hours. The Valenciana company maintains daily services to El-K'sar el-K'bir, Arzila, etc.

**TANGIER TO EL-K'SAR EL-K'BIR BY ROAD.**—The road crosses the International Zone through open, rolling country, rising to a mountainous region and dropping again to the valley of the Oued el-Hachel and Oued Mharhar, where the Spanish Zone is reached. [At a military post on the frontier passports are examined.] The road rises again, nearing the sea at Arzila (30 miles).

ARZILA, a small town of nearly 6000 people (of whom half are Spanish), is probably of Carthaginian foundation. The port is used for fishing-vessels, and the town is the centre of the military administration of the district. Remains of the Portuguese fortifications of the 18th century still stand. There are small mosques in the old town, and some new buildings erected by the Spanish. In the one large thoroughfare, the military headquarters are to be found in the house formerly belonging to Raisuli.

Beyond Arzila the road is not always in the best of condition, but is practicable, and steadily improves as it nears Larache. The scenery is good, the country, closely resembling English moorland, later giving way to woodland. Crossing the Oued Kous (Loukkos), you reach Larache (56 miles).

**Larache**, the ancient *Lixus* and the Moorish *El-Araish*, is a small Atlantic port in the Spanish Zone. Of about 15,500 inhabitants (of whom half are Spanish), it is the military headquarters for the district, with a garrison of some 5000 troops. The port, which is small, is now being improved. There is safe anchorage within the Bar.

*Hotels.*—España; Mondial; Oriental. *Railway* to El-K'sar el-K'bir. *Motor Coaches.*—Daily service to Tangier and Rabat/Casablanca by C.T.M. To El-K'sar el-K'bir, Tangier and Tetuan by Valenciana (daily). Several *Cinemas*. *British Consulate*.

Larache, known to the Carthaginians, became a Roman colony. It is the traditional site of the Hesperides and the home of Antaeus. Escaping Portuguese occupation, the town was held by the Moroccan rulers and fortified, becoming the port of a piratical confederation. In Spanish hands at the beginning of the 17th century, it reverted to the sultan in 1689. As a result of piracy it was bombarded in 1765 by the French, in 1820 by rival pirates, and in 1860 by the

Spanish navy, which made a demonstration here and at Arzila to create a diversion while the main campaign was being carried through at Tetuan. The present Spanish occupation dates from 1912.

*The town can be visited comfortably in an hour or two.*

From the railway station or the 'bus terminus the walls enclosing the old town, with their two gates, are immediately visible, facing the sea. Without the walls, at the foot of the enclosed city, is the commercial centre of the European colony, with cinemas, cafés and barracks. Taking the more northerly gate, you come to the *Market-Place*, the heart of the old town, extremely picturesque in colour, and usually thronged. *Souks* are on either side of the street. Bearing left through narrow streets only wide enough for pedestrians, and proceeding uphill, you come to one of the old forts, now used as an hospital.

Through the other gate (*Kasbah Gate*) the road leads to the 17th-century Spanish *Fort* called "The Stork," whose walls and battlements are in good condition, and to the *Kasbah*, with the *Dar el-Makhzen*, the old Governor's Palace.

From the harbour, the Nador road leads past the Muhammedan cemetery to the lighthouse, commanding a view. Following the right bank of the river Loukkos for about 2 miles, you come to the site of the ancient *Lixus*, where partial excavations have uncovered the ruins of a small temple and a necropolis.

Leaving Larache by the El-K'sar el-K'bir road, you travel for some distance through impressive avenues of eucalyptus trees, but beyond the river the country becomes dull and uninteresting until, in the neighbourhood of El-K'sar el-K'bir (77 miles), the way is again lined with eucalyptus.

El-K'sar el-K'bir stands at the cross-roads to Fez, Rabat and Tangier, and is a prosperous town of about 13,000 inhabitants lying in a fertile agricultural region. A Spanish force of about 3000 men is barracked in the town. The Spanish name for the town is *Alcazarquivir* (a corruption of the Arabic), under which it is referred to in local railway time-tables.



*Hotels.*—Oriental ; Commercio ; Victoria. *Railway* to Fez, Tangier and Larache. *Motor Coaches.*—C.T.M. : daily services to Tangier, Rabat and Casablanca. Valenciana : daily service to Larache.

The foundation is traditionally ascribed to Abd el-Krim el-Ketami (8th century). In the 12th century Yakub el-Mansur brought the town a prosperity which lasted until the tribal warfare of the 17th century brought the flourishing settlement to ruin. The Spanish occupation dates from 1912.

*El-K'sar el-K'bir is a modest market town, offering little that is of importance ; what there is can be seen in an hour or two.*

Of some originality is the rare coloured tiling of the houses. The market, which is held on Sundays, is of considerable commercial importance. The town is built around the market-place, where there are a few shops and cafés and whence two streets lead to the native quarter, in which are small *Souks*. A tour may be made by following these streets in turn, first taking the *Souk el-Haick* (for materials) to the *Mosques* of Sidi el-Hadj Z'miri and Sidi Ali. Then, taking the *Souk el-Attariin* (for perfume-makers), you reach a more interesting quarter, in which are the *fondouks* and *caravanserais* used by the camel drivers who come in with their loads from the surrounding country. Here also is the *Mosque of Sidi Muhammed Ech-Cherif*, with a good minaret.

EL-K'SAR EL-K'BIR TO RABAT BY ROAD.—[Journey, 70 miles, via Souk el-Arba, Port-Lyautey, Sala, Rabat (whence Fedhala and Casablanca). Motor-coach services (C.T.M.), daily.]

*By Rail* (70 miles) via Souk el-Arba du Gharb, Petitjean, Port-Lyautey (Kenitra), Sala, Rabat ; also Fedhala and Casablanca. Two services daily ; change at Petitjean.

The Spanish Zone ends a few miles to the south of El-K'sar el-K'bir, at *Khedadra* [passport and customs examinations]. The road then follows the railway to Souk el-Arba (27 miles), passing the military post of *Arbaoua*.

SOUK EL-ARBA DU GHARB (to distinguish it from Souk el-Arba de Tissa, near Fez) is the clearing-house for much of the produce of the Gharb, a rich agricultural area. It is a small village of a few hundred people, mostly native.

The market (Wednesday) is one of the most important if not one of the most picturesque in Morocco, a considerable trade in grain, clothes and cattle being done. Otherwise there is nothing to occasion a halt.

An excellent, well-surfaced road runs south from Souk el-Arba to Port-Lyautey (49 miles), through country that is being thoroughly exploited. The river Sebou is crossed at *Sidi allal et-Tazi*, a small agricultural town.

**Port-Lyautey** (*Kenitra*) is a modern town and port, of about 19,000 inhabitants, of whom 6000 are Europeans, for the most part French. Situated on the banks of the Sebou, it handles an increasing trade. The chief imports are coal, cement, provisions and building materials; exports include cattle, cereals, wool and cork. At high water the port is open to vessels drawing from 13 to 15 feet.

*Hotels.*—Du Commerce; Continental; de France; Grand.  
*Motor Coaches.*—C.T.M. Services to Rabat, Casablanca, Tangier.  
*Railway Station.*—Promenade Lord Kitchener of Kartoum.

Port-Lyautey takes its name from the great French administrator who laid the foundations for the development of Morocco, and is entirely of recent construction. Prior to 1913 the only building standing on the site, apart from a few native houses, was a citadel built by Muley Hassan a generation ago. The French landed in 1912, and since that time the town has developed continuously, and has now achieved a certain attractiveness. The streets, laid out in straight lines, and crossed at right angles by others equally straight, are ornamented by avenues of trees.

Should you start from the railway station, take the Avenue de la Gare; the central square, the Place de France, is then approached by the Avenue de France (right), around which are municipal buildings. Continuing across the square, you take the Avenue de France and reach an open space with barracks. Crossing it you come to the *Mosque*, behind which is the poor native town. Continuing up the Avenue du Lieutenant de Féron, with the mosque on your right, you come to the Boulevard Moulay-Youssef and to the small *Kasbah*, on your right. Passing the kasbah you come to the Boulevard du Capitaine Petitjean, with a small market on your right. This boulevard intersects the Avenue de la Gare. Turn right

into this avenue and continue to the river where, bearing left, is a good road leading to Mehedy (4 miles).

MEHEDYA (*Mahdia*), standing on the coast at the mouth of the river, is probably of Carthaginian foundation, and was later held by Rome. In Arab hands in the 16th and 17th centuries, it was used as a port by the pirates of the coast. To-day it is a small village of about 300 inhabitants, with ruins of an earlier settlement, some of which are in good condition, notably a Portuguese fort with moat and bastions. At the mouth of the Sebou is a lighthouse.

Motor-boats can be hired for trips up or down the Sebou, and a pleasant excursion of about 7 miles is to *Sidi Muhammed Bel Kheir*, 2 miles to the east of which are the meagre ruins of *Thamusida*, a Roman settlement.—The *Forest of Mamora* begins on the fringe of Port-Lyautey. Travellers proceeding to Rabat will pass through it, but those staying in Port-Lyautey will find pleasant walks through the avenues of oak trees.

From Port-Lyautey, the road to Rabat (70 miles) runs at first through the Forest of Mamora to *Sidi Taibi*, then through open country to *Sidi Bou Knadel*, whose stone quarries supply much of the material for harbour and road construction in the coastal area.

## RABAT

Rabat is an Atlantic port with a growing import and export trade. The principal imports are cotton, building materials, cement, iron goods and provisions, and the exports, wool, wax, cereals, skins, carpets, vegetable dyes, cork and fancy leather goods. There is a safe anchorage in the roads in favourable weather only; and a variable bar on the river Bou Regreg necessitates constant dredging to maintain an open passage. Vessels of 16 feet draft can cross the bar at high water and come alongside the quay. Others discharge and load by lighter.

The population has risen rapidly in recent years and now numbers some 53,000, of whom 21,000 are Europeans (17,500 French). Rabat is the administrative capital of the country, the seat of the French Resident-General and of the Shereefian government. It is one of the four imperial cities of Morocco, and the major portion of the town is enclosed by ramparts, which, beginning at the sea edge, stretch inland for some two miles, turn at an angle,

and continue to the bank of the river Bou Regreg. The wall (called the "Wall of the Almohades") dates from the end of the 12th century.

*Hotels.*—Balima; Transatlantique; Terminus; Palace; Royal; Grand-Hôtel de la Tour Hassane; Grand Gaulois; Splendid; d'Orsay. *Restaurants.*—La Palmeraie; Ambassadeurs; Belvedere; 'Tout va Bien.' *Theatres and Cinemas.*—Variétés; Apollo; Eldorado; Renaissance. *Dancing.*—Belvedere; 'Charly'; La Chaumière. *Taxis.*—Rank in Boulevard Joffre. *Motor 'Buses.*—Town service. *Motor Coaches.*—C.T.M.: services to Tangier, Casablanca, Fez, Meknes, etc., daily (Boulevard Gallieni); N.A. Express (Boulevard Gallieni) and Mazères (Boulevard Bou-Regreg): regular services to all parts.

*Wagons-Lits/Cook Office.*—In the Station (Ville). *Post Offices.*—Avenue du Dar el-Makhzen; Boulevard El-Alou. *Railway Station.*—Avenue du Dar el-Makhzen. *Aerodrome.*—Outside Zaër Gate. *British Consulate.*—12 Rue Wollenhoven. *Golf Course and Race-course.*

The history of Rabat is complementary to that of Sala (p. 50). Its name is derived, according to some authorities, from the victories of Muhammedan forces in Spain (*Rabat el-Fath*—"Camp of Victory"). The town occupies the site of a concentration camp for that campaign. Other authorities see a derivation from the Arabic "To tie up," since it was here that rebellious tribes were compelled by the Sultan either to surrender or be drowned in the sea. The Almohades built and maintained the city in some strength during the 12th century; but subsequently it fell into decay, despite an effort by the Merinides in the 13th century. Rabat declined until it was simply a subsidiary town to Sala, across the river, and was known as New Sala. It remained of little importance until the 18th century, when the Alouites favoured it, building mosques and fortifications. Even this effort did little to restore its fortunes. After the French occupation of 1912, however, Rabat has flourished while old Sala has sunk back almost into insignificance.

*Rabat, with Sala, needs at least two days for even a superficial visit to the points of interest.*

*The Native Town and the Kasbah of the Oudaiya (3 hours).*

The old town will naturally be the first objective. From the railway station you turn to the left up the *Avenue du Dar el-Makhzen*, a modern street with good shops, restaurants, cafés and hotels. Passing the modern *Law Courts*, you cross the intersecting street to the *Post Office* and the *Théâtre de la Renaissance* (left) and turn to the left between these two buildings to the *Mamounia*, formerly an orangery and now the headquarters of the Service des

Beaux Arts. It contains various exhibits, of which those of the Moorish salon, with picture gallery, are chiefly to be noted. See also the modern mosaics in the music room.

If you continue along the Avenue du Dar el-Makhzen, the *Old Law Courts*, with a pleasing interior, may be visited (on right; gratuity to concierge). Continue now to the Boulevard Gallieni, where you turn right. The Boulevard Gallieni leads to the Boulevard Joffre, on the left-hand side of which rises the *Wall of the Andalusians*, enclosing the *Medina* or native town and built by refugees from Granada. On the right-hand side of the boulevard is a small pleasure ground (*Jardin du Triangle de Vues*), facing the Chella Gate. Entering the native town by this gate, you cross the small Muhammedan cemetery, passing between the *Great Mosque* and the offices of the Commissioners of Charity (*Habous*), which was formerly a medersa (college). You now come to the *Rue Souïka*, where you turn right for the *Street of the Consuls*. The Rue Souïka is one of the main streets of the old town, full of small shops and interesting life. To the right of its junction with the Street of the Consuls, is the *Mellah* or Jewish quarter, with its narrow streets, well worth visiting. Also note at this corner the Charcoal Market and the Street of the Dyers.

Turn up the Street of the Consuls (so named because this was formerly the prescribed street for the residence of representatives of foreign powers); there are good Souks selling native products. At the top of the street stands the *Souk el-Ghezal* (wool market). Here the Street of the Consuls joins the Boulevard El-Alou, formerly the main street of the city, and access is gained to the Kasbah of the Oudaiya. (p. 46). Note the bastioned and crenellated walls.

The GARDEN OF THE OUDAIYA, entered from the Souk el-Ghezal, is one of the most beautiful places to be encountered in the whole country. Luxuriant, and rich in shrubs and flowering-plants, it is of great individual charm and commands a fine view. A Moorish café is installed in the garden. At the entrance is the *Museum of Native Arts*, which should be visited. [At the office ask for permission to visit the workshops of the carpet makers and dyers, which are to be seen in the Kasbah.] From the

garden itself the ramparts can be reached; they should be inspected, both for themselves and for the surprising view of the city and the citadel which they afford.

The MEDERSA, which also stands in the garden, is an ancient building, now restored, in good Moroccan style and houses a museum (open 9-12 and 2-6; gratuity).

In the various chambers of the museum are to be found antiquities recovered from excavations, models of ancient buildings, and an exhaustive collection of ancient carpets, embroideries and materials. The principal rooms are the *Salle de Rabat*, showing a native interior extremely rich in tapestry, woodwork, cloth of gold and pottery; the *Salle de Fez*, for pottery and glaze; and the *Salon de Coiffeur*, with ancient surgical instruments, lancets, bleeding-cups, etc. There are also specimens of antique cloths and needlework brought from all parts of the country.

After visiting the Medersa, enter the Kasbah by the *Oudaiya Gate*, with its magnificent carving and stone-work. The name *Oudaiya* is that of a tribe which came north in the Arab invasion of the 11th century and settled in the country; from among them Yakub el-Mansur drew the garrison of Rabat.

The KASBAH is in reality a village enclosed by massive walls, and was formerly a small fortress-settlement, crossed by narrow streets. Following the diagonal street to the river front, you reach the *Workshops* of the carpet-makers and dyers (for permission to visit, see p. 45) and the *Semaphore Station* offering a fine view. From the semaphore station, paths lead to the *Scala* (old battery). Now, taking the road, you come to the *Cemetery*, a bare and trodden patch of earth covered with crude grave-stones, and return to the Souk el-Ghezel, where you turn to the right, down the Boulevard El-Alou.

A very short street on the right leads to the prison, formerly a barracks. Continuing down the boulevard you come to the Hôtel Transatlantique [note Moorish fountain] and a post office. On the left of the Boulevard El-Alou is the Street of Sidi Fatah, at the corner of which is the *Mosque of Sidi Fatah*. The street is of considerable interest and character, containing mosques and shrines, notably the *Mosque of Muley er-Rechid* (left), of *El-Mekki* (right), with a good minaret, and of the *Ben Aissa* (left), where the devotees of this fanatical sect congregate. At



the foot of the street is the *Mosque of Muley Suleyman* (at the junction of the Rue Souïka). Turning to left up the Rue Souïka, you return to the Great Mosque, and emerge from the old city by the Chella Gate.

*The Hassan Tower and Ruined Mosque (about 1 hour).*

This excursion can profitably be made as a continuation of the visit to the Medina; on reaching the Boulevard Joffre from the Chella Gate, turn left to the *Avenue du Père de Foucauld*.

Père de Foucauld, one of the greatest and most pious of French explorers, died at Tamenrasset during the Great War. Much of his life was spent in North Africa and to him, in great measure, belongs the credit for the exploration of Morocco beyond the Atlas mountains.

The Avenue du Père de Foucauld leads directly to the *Boulevard de la Tour Hassane*, whence you turn to the left and come to the excavations of the ancient MOSQUE, attributed to the reign of Yakub el-Mansur (1184-99). This mosque was intended to be the greatest in North Africa, but was never finished, and what work had been done was ruined in 1756 by flood and earthquake. Only the tower stands, but excavations have disclosed something of the ground plan of the building and the cisterns beneath it. The mosque was planned to stand in an enclosure of 200 by 155 yards, walled, with twelve gates, and dominated by the Minaret, the Hassan Tower, which now remains.

The HASSAN TOWER, one of the most impressive monuments in the country, is a huge, square structure standing in a tree-lined space which overlooks the broken columns of the ruined mosque. It rises to a height of nearly 150 feet, and the walls at the base are nearly 7 feet thick; it is mounted by an easy gradient around the walls. From the top there is an excellent view.

*The Résidence and Chella (1½ miles).*

[Town service of motorbuses to Zaër Gate along Avenues du Dar el-Makhzen and des Touarga.] To walk, take the Avenue du Dar el-Makhzen from the old town, past the railway station, down to the 18th-century *Sounna Mosque*, which has a noteworthy minaret. The Avenue des

Touarga, a new thoroughfare, now leads to the Government buildings and the *Résidence*, on the left.

The PALACE of the Resident-General is modern and of composite style—a modification of Moorish architecture. Parts may be visited (apply at bureau). From the *Résidence*, cross diagonally to the Zaër Gate, but, before passing through, take the avenue past the *Direction des Affaires Chérifiennes* (about 60 yards from the gate) to the modern *Sultan's Mosque*, to which the Sultan, when in residence, pays a formal visit each Friday for the noon prayer. The mosque faces an enclosure (where "fantasias" are held during Muhammedan festivals), around which are the quarters of the Sultan's retinue. A little further on, and slightly to the left, is the *Sultan's Palace*, also housing the administrative offices.

Returning to the Zaër Gate, and passing through, you find two roads, with a small cemetery at the junction. The road bearing right leads to the *Aerodrome* ( $\frac{3}{4}$  mile), the one to the left to Chella. Continue straight along this road, ignoring the road which shortly enters it, and ( $\frac{1}{4}$  mile) you come to the walls of Chella.

CHELLA, the burial-place of the Merinide rulers, dates from the earliest occupation of the country. It was one of the extreme outposts of Rome, and tradition credits it with being one of the richest towns in the old world. In the 12th century, however, it was deserted, the population removing to Sala; and it became the royal cemetery in the 14th century. To-day only the walls are in any state of repair. They enclose an area roughly 1000 ft. square, entered by a well-preserved gate of good proportions, balanced on either side by stone bastions. An inscription places the date of construction at 1339. Within the walls is an enclosure containing the *Tomb* of the Merinide Abu el-Hassan and a small but attractive *Mosque*, with good mosaics. There are also the *Ruins* of another mosque, the goal of pilgrims, and a *Minaret* of fine proportions. An orange grove affords some relief to the general state of disrepair into which most of the tombs have fallen. To the east of Chella are more ruins, some belonging to the deserted city.

#### *The Botanical Gardens and the Aguedal.*

From the Avenue du Dar el-Makhzen, take the Avenue Moulay-Youssef, near the railway station, or the Avenue Moulay-Hassane, at the Mosque of Es-Sounna, and bear right to the *Bab er-Rouah* ("Gate of the Wind"), which

should be inspected. Hence, the Avenue Biarnay leads to the left to the athletic grounds (with football stadium), passing the modern *Moroccan Institute*. The Avenues Strasbourg and Metz lead to the racecourse. The Avenue de la Victoire, also beginning at the Bab er-Rouah, runs westward to the *Botanical Gardens*, an agreeable park of about 60 acres, planted with palms, eucalyptus and other exotic trees.

**THE LIGHTHOUSE.**—From the Avenue du Dar el-Makhzen, proceed towards the old town and turn to the left at the Boulevard Gallieni through the Bab el-Had, and follow the Boulevard Gouraud along the city wall to the Moslem cemetery, crossing this in the direction of the cliffs. At the extremity of the wall stands the *Lighthouse*, commanding an extensive view.

**RABAT TO SALA.**—*By Road*: Follow the Avenue du Dar el-Makhzen, the Boulevard Gallieni, and the Boulevard Joffre, in order to reach the end of the Wall of the Andalusians, noting the *Bastion* named after Sidi Makhluuf, a converted Jew of Rabat who is credited with having divided the waters of the river so that he might cross on foot. Turning down-stream (left), you now come to the landing-stage and the Sala ferries.

Alternatively, you may turn right at the bastion, reach a bridge crossing the river, and enter Sala by the Fez Gate. Turning left to the post office, you enter the Rue Souïka, whence the itinerary given below may be followed.

*By Rail.*—Those who use the train (journey, about a quarter of an hour) arrive at the station close to the Fez Gate.

**Sala (Salé)**, is a city of nearly 26,000 inhabitants, of whom only 1300 are Europeans, is situated on the bank of the river Bou Regreg, facing Rabat. The old town (the *Sla* of the ancients) rises on a slope, behind 13th-century walls through which little that is modern has entered to change its character. The streets, narrow, winding and dark, are full of a picturesque, unhurried people. The women particularly, are little different from the women of the town's foundation. Nowhere in Morocco are they so heavily veiled against casual observation. The town, notorious for the Sallee rovers, is a little famous for its local industries, including woodwork, inlay, and mat-

weaving. Outside ancient Sala, between the walls and the river, a small European quarter has been built in the last two decades.

*Hotels.*—Beau Séjour ; Parisien. *Restaurants.*—Parisien ; de la Plage ; Desmarest. *Post Office.*—Near Fez Gate. *Motor Coaches.*—Daily services of C.T.M. (Fez Gate).

Now completely eclipsed by the rise of Rabat, Sala was formerly a commercial city of considerable importance, with a large European trade. In the 13th century its prosperity evoked a raid by Spanish adventurers who thoroughly sacked the town, whereupon the present fortifications were erected.

In the 17th century the town was the capital of an independent territory: an independence not long maintained. In the same century the piracy which has made Sala known in every quarter of the world was instituted by a confederacy with Larache and Fedhala. Bombardments by one European country after another did little to reduce the menace, save for a French attack in 1680, which brought a temporary peace. Under the subsequent treaty Sultan Muley Ismail gave to France a foothold in the country, extended, after further reprisals for piracy, in the next century. Legitimate trade diminished, but piracy continued until the middle of the 19th century, when France again attacked. Sala's decline was hastened by constant feuds with the twin city, Rabat (New Sala), and since 1912, while Rabat has risen, Sala has fallen into comparative insignificance.

From the landing-stage a tree-lined road takes you to the sea front and the military quarters. Bearing right between the narrow-gauge railway station and the public gardens of the Rue de Knitra, you will come to the 13th-century *Bab Mrisa*, one of the most remarkable gates in the city, by which access is gained to the *Mellah*, or Jewish quarter. The Mellah stands on what was formerly the inner harbour, and the Bab Mrisa (25 feet wide) was part of its fortifications, supported on either side by high bastions.

Just within the gate are the remains of a 12th-century arsenal. One main street crosses the Mellah (with blind alleys on the right), and leads to the Bou Hadja Gate whence, turning sharply to the right, you follow the street past the mosque and continue straight ahead to the Rue Souïka. Here turn left to the *Mosque of Sidi Bou Hadji* (on right) behind which stands the 17th-century *Tomb of the saint*, facing a side street. Entrance is prohibited to either mosque or tomb, but low windows permit a sight of the interior of the latter.

Continuing along the Rue Souïka, you come to the *Souk*, standing in an open space—usually thronged—and offering many interesting glimpses of the life of the town. A small street (left) leads to the market. Returning to the Souk, you find streets on either side, leading to the quarter of the ironworkers (Hadadiin), and turn down to the left. A little way down is another interesting street, in which the stoneworkers are to be found and which leads to the Great Mosque (see below) ; but it is preferable to continue straight down the Street of the Ironworkers to the 14th-century *Fondouk Askour*, once an hospital, but now commercialised. The galleried front is interesting.

Here it is worth while turning left to explore the near-by streets, where the jewellers and makers of the rush mats (sometimes of immense proportions), for which Sala is famous, can be seen. From the *Fondouk Askour*, pass through the gate to the *Old Mellah*, from which the Jews were transferred by Suleyman in the early 19th century. The street leads to the *MEDERSA*, which may be visited (gratuity). The building, dating from the 13th century, has been much restored ; but note the fine workmanship of the door and of the galleried and colonnaded inner court, with its mosaics and mural decorations. The prayer-chamber is graceful and well-proportioned.

Facing the Medersa is the *Great Mosque*, of about the same period and also restored. Entrance is prohibited, but note the modern and curious minaret. Turning right at the street which divides the Mosque and the Medersa you come to the *Shrine* of Sidi Ben Hassoun (on right), a 17th-century hermit whose tomb is the centre of pilgrimage and is regarded as an oracle by the people of the town. You now cross the Muhammedan cemetery to the *Tomb* of Sidi Ahmed Ben Achir, a 14th-century saint who refused to allow his retreat to be disturbed even by his Sultan. This tomb also is a centre of pilgrimage ; from it there is a good view of the river and of Rabat. You return by a pathway to the Chaafa Gate and thence along the walls to the Bab Sebta, the street facing which leads to the Rue Souïka, where you turn to the left and continue to the end. Here you turn to the left again for the *Post Office* and the Fez Gate, just outside which is the Thursday Market and the cemetery of Sidi Bel Abbas. The railway station lies

to the left, and the Rue de Knitra (to the right) leads back to the landing-stage and the ferries.

**RABAT OR SALA TO MEKNES.**—*By Rail* from Rabat (112 miles) in 4½ hours; two services daily. Also from Sala (departures ten minutes later).

*By Road* (90 miles).—C.T.M. motor coach service twice daily in 3½ hours. The road goes first to Sala, where Highway No. 14 is joined and the Forest of Mamora traversed to the village of *Tiflet* (37 miles), a small agricultural centre and market. Then, running through a pleasant valley with pastoral land and occasional views of the Atlas range, you reach *Khemisset* (53 miles), a village standing in an area recently developed agriculturally and rapidly growing in importance. Approaching Meknes, the road rises through wild and wooded country to a high plain. Meknes, p. 76.

**RABAT TO CASABLANCA BY ROAD.**—[Distance, 56 miles. C.T.M. coaches (9 services daily in each direction) in less than 2 hours.]

*By Rail* (55 miles).—Five trains daily in each direction in 1½ hours.

There is an excellent main road (No. 1) between Rabat and Casablanca, by way of *Temara* (7 miles), a small village possessing an old *Citadel*, whose crenellated walls enclose a mosque with a suprisingly good minaret. The citadel itself now serves as a remount depot for the military forces. Later, the road approaches a little nearer the coast and comes to *Bou Znika*, a small European settlement in the heart of a wine-producing and agricultural area. Beyond (32 miles), the road to Fedhala is met.

**Fedhala** is a small fishing-port and seaside resort of about 4000 people (1800 Europeans), about 15 miles from Casablanca by rail. Its popularity as a pleasure-ground increases rapidly on account of a splendid *plage*.

**Hotels.**—Miramar; de la Plage; de Bourgogne; de France; Café-Hôtel des Voyageurs. **Cinema.**—Martinez. **Golf.**—9-holes.

From the 14th century to the 17th, Fedhala was an important port, with considerable European trade, and in the 15th century was in the hands of the Portuguese. In the 17th century, however, Fedhala became one of the ports of the corsairs, after the suppression of whom Fedhala again enjoyed an increasing trade for a while, but subsequently it again declined. Garrisoned by the French in 1908, Fedhala was an important station on the Rabat-Casablanca road.



The *European Quarter* of the town lies on the sea front and around the port, with its once more increasing trade. The harbour is well sheltered, and improvements are being undertaken. Fish-curing establishments deal with a large daily catch of fish taken off the coast. The *Native Village*, which is small, lies around the mosque and an old Portuguese castle, near to which are the remains of what may be the storehouses erected by the Sultan in the 18th century to deal with exports of agricultural produce.

## CASABLANCA

[See Plan, facing p. 56]

Casablanca is the sign manual of French initiative and policy in Morocco and, apart from its uninteresting native quarter, is a new, imposing and efficient seaport town. It does a large import trade in provisions, iron, petroleum, motor vehicles and machinery, exporting grain and agricultural produce, skins, wool, phosphates and cork.

The main breakwater, 2735 yards long, and the traverse breakwater, 1690 yards long, enclose a large artificial harbour (with interior jetties on the east and west), enclosing more than 200 acres. Depth at entrance is 46 ft.; anchorage at low water varies from 29½ ft. to 10½ ft. Vessels of 10,000 tons can lie at the main breakwater. There is a phosphate quay on the traverse breakwater. The equipment is modern and complete, sufficient to handle upwards of 10,000 tons daily, with 7 loading slips and a floating dock. The commercial mole within the port is 240 yards wide and has 1530 yards of quays.

The native town is at the angle of the old port on the sea edge, now surrounded by an already great and rapidly expanding new town, with a total population of 161,113 inhabitants, of whom 55,986 are European. The new town is well planned, with broad tree-lined thoroughfares, and large public gardens. A new native town to the south-east is being developed along modern lines.

*Hotels*.—Transatlantique; Ambassadeurs; Majestic; Excelsior; Grand; Carlton; du Petit Poucet; Metropole; Normandy; Anfa; de Foucauld; Parc Lyautey; Central Gallia; Miramar; de l'Horloge; Claridge; Lutetia. (Casablanca has upwards of 80 hotels, to meet every requirement). *Restaurants* (of more than 50 the following is a selection).—In principal hotels, and: Excelsior; Roi de la Bière; au Roi de la Friture; au Temple des Gourmets; de l'Opéra; du Roussillon; Laurent; Petit-Poucet;

Marius-Bar ; Brasserie Maxim ; Brasserie de la Chaouia. *Cafés*.—In Place de France and Boulevard de la Gare. *Taxis*.—Rank in the Place de France. *Motor-buses*.—Town services start from Place de France. *Motor Coaches*.—C.T.M. services to all parts (Boulevard de la Gare) ; North Africa Express (Boulevard du 4e Zouaves). *Railway* to Tangier, Marrakech, Oued Zem, etc.

*Wagons-Lits/Cook Office*.—Rue de l'Horloge. *Post Offices*.—Avenue du Général d'Amade ; Rue Aviateur-Claude. *British Post Office*.—Rue du Consulat d'Angleterre. *Theatre*.—Municipal Theatre. *Cinemas*.—Apollo ; Imperial ; Aubert ; Eden ; Empire ; Majestic ; Mondial ; Pavillon Bleu ; Regent ; Roi de la Bière ; Royal ; Brasserie de la Gare. *Consulates*.—*British*.—Rue du Consulat d'Angleterre (in old town) ; *United States*.—Rue Nolly. *Clubs*.—Automobile, Avenue du Général d'Amade, Aero Club, Boulevard de la Gare, etc. *Sport*.—Football ; athletic contests ; cycle races ; swimming ; yachting ; boxing and fencing ; tennis and polo ; aviation.

The probability is that Casablanca (the ancient *Anfa*), was a Phœnician trading station established by Hanno on his journey from Carthage to Liberia, and that it was later used by Rome ; but little of fact has been proved concerning its origin. Its consecutive history begins with the capture of the town by Abu Yusuf in the 13th century. Later Casablanca became an independent city, with considerable European trade, to be destroyed by the Portuguese by way of reprisal for piracy in 1468. The Portuguese established themselves firmly in the city in the 16th century, remaining in possession until about the middle of the 18th century ; Muhammed Ben Abd Allah (*d.* 1789) made some effort to repopulate and restore the ruined city which the Portuguese had left. To the new settlement he gave the name *Dar el-Beida* ("The White House"), translated by the Spanish into *Casa Blanca* when they entered under a trading agreement a few years later.

Spain dominated the trade of the city until well into the 19th century, when Muley Abd er-Rachman threw Casablanca open to general commerce ; under this policy it greatly expanded. Following the Act of Algeciras in 1906, Casablanca suffered considerably by reason of the revolt of native tribes against the concessions made by the Sultan Abdul Aziz. On July 20, 1907, fanatics having stormed the town, and put to death a number of Europeans, the whole native population rose in revolt, and the streets were thronged by insurgents from the neighbouring territory. The consulates were besieged and wholesale massacre was threatened. Five days later the town was practically demolished by French forces. Consequently, Casablanca is entirely new. Almost everything has risen in the last twenty-five years.

The town is broadly planned and well constructed. The central square, the *Place de France*, is grandiose ; around it are the principal commercial and administrative buildings. The heart of the shopping district, and of Casa-

blanca life, it is reached from the harbour by the Boulevard du 4e Zouaves and from the railway station by the Boulevard de la Gare. From this square take the Clock Gate, which brings you at once into the old native city, which is of only mediocre interest. Taking the Rue du Capitaine Ihler, you enter a street of native shops, and pass the *Mosque of the Market (Djama es-Souk)*. The *Jewish Quarter* is on the left, and it is worth while spending a few minutes at random in the streets. Continue up the Rue du Capitaine Ihler to the Rue de Mazagan, which bears right to the Rue de Safi, which street is intersected by the Rue de Tanger in which, a few yards to the left, is the Spanish church. The Rue de Safi brings you into the Rue de la Marine; and, turning left, you come to the Place Sidi el-Kairouani, which takes its name from a marabout of the 14th century who came from Tunisia to Casablanca. The *Shrine* in the little square dates from the 19th century. Continuing, you come to a small but pleasant public garden, from which the harbour may be reached.

Returning, for preference down the Rue de la Marine, you come to the *Résidence* and the *Mosque of el-Hamra*. Passing between these two buildings, and refusing the fork to the right, you come to the Harbour Gate (on left) and, a little farther on, to the *Old Gate (Bab el-Kedim)*, at the end of the Rue du Dar el-Makhzen. Turning to the right in this street, you pass the *Tomb* of Sidi Bou Smara, the *Great Mosque* and the *Dar el-Makhzen*, whence you take the Rue du Commandant Provost, a good shopping street with native and French shops, and so return to the Clock Gate and Place de France.

For the more interesting parts of the modern town, leave the Place de France and follow the limits of the Medina up the Boulevard du 2e Tirailleurs to the Rue de l'Avenir, in which is a small *Museum of Native Arts* (open daily 9-12 and 2-5, except Mondays and holy days), with collections of carpets, pottery, woodwork, a growing municipal art gallery, sculptures and a modest archaeological collection. The Boulevard du 2e Tirailleurs leads to the *Marrakech Gate*, where there is a small, thronged square. Farther along are the civil and military hospitals and, to the left, the Jewish cemetery.

From the Marrakechi Gate, proceed by way of the Rue du Capitaine Hervé to the *Lyautey Park*, a pleasure-ground of approximately 100 acres in the heart of the new city; it is well laid out and wooded and contains a sports stadium. In the park is a *Monument* to Père de Foucauld (see also p. 47). The Boulevard de Lorraine intersects the park, joining the Avenue du Général Amade. Turn left up this Avenue to the Law Courts and the site of the French encampment of 1907. In the gardens note the *Victory Monument*. The Avenue du Général Amade leads back to the Place de France.

Another tour can be made by following the Boulevard de la Gare to the market and taking the street directly facing to the Avenue du Général Drude. From this thoroughfare take the Rue de Strasbourg to the Place de la Victoire and—continuing—to the *Sultan's Palace*, around which is an entirely new native quarter. At the palace, turn right along the Boulevard Victor-Hugo to the *Murdoch Gardens*—ten acres of ground planted with exotic trees and luxuriant flowering shrubs. The Rue de Mers Sultan leads back to the centre of the town.

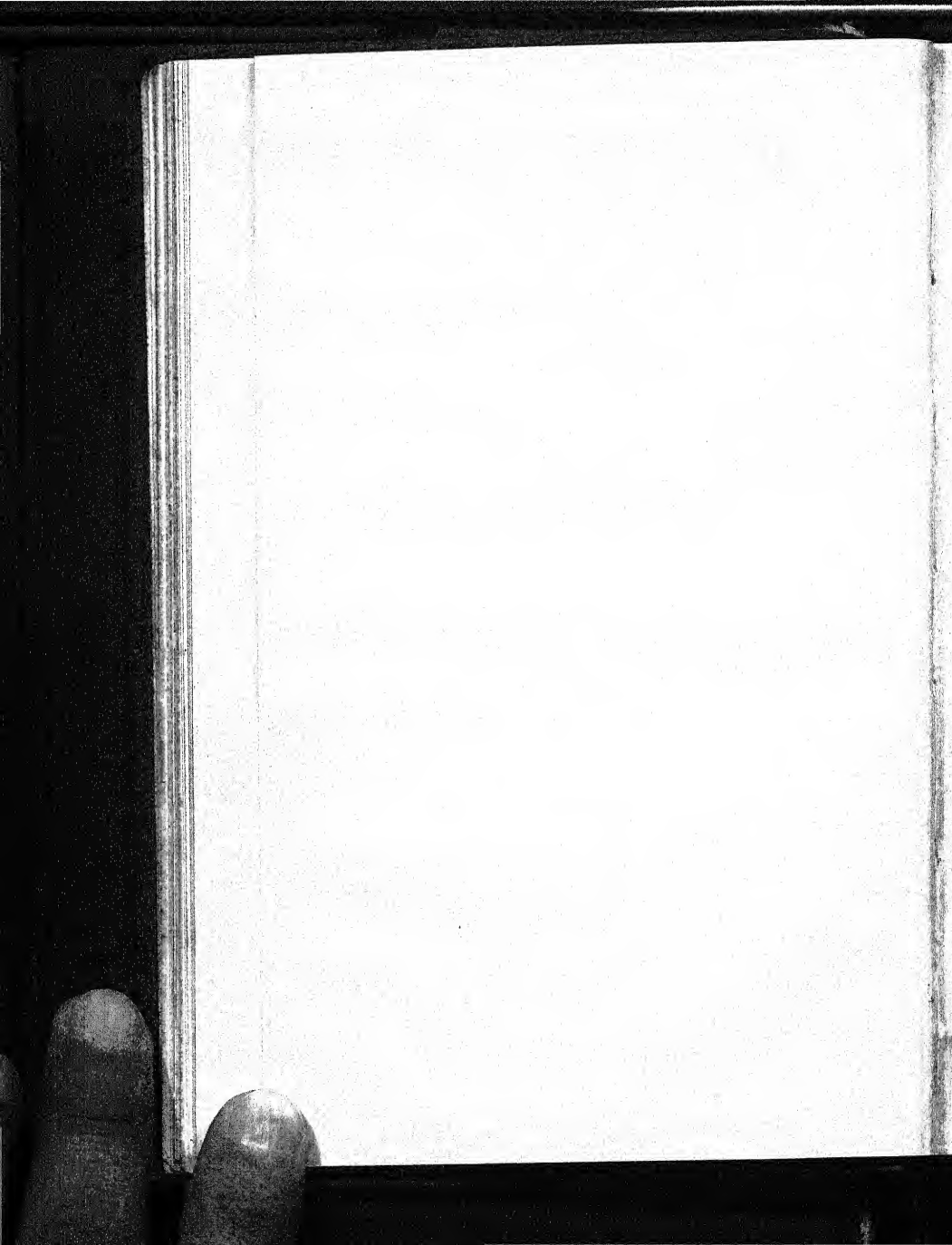
EXCURSIONS.—*Anfa Supérieur* and the *Shrine of Sidi Abd er-Rachman* (about 3 hours). [Motor bus route. Excellent road all the way.] *Anfa* (3 miles) is a pleasant suburb situated on the edge of the sea, with many villas in good style; from it an excellent view may be had. The lighthouse of *El-Hank*, standing on a small promontory, is about 200 feet high, with a beam of light carrying some 35 miles. From *Anfa* the road runs along a beach offering excellent bathing, beyond which the coast is more irregular. The *Shrine of Sidi Abd er-Rachman* (8 miles; accessible only at low water) is a centre of pilgrimage. Note the curious gifts of the pilgrims, tied to jagged edges of the rocks.

#### CASABLANCA TO OUED ZEM, KASBA TADLA AND BENI MELLAL

[By Rail to Oued Zem (100 miles): 2 services daily in 3 hours. Motor Coach services by C.T.M.: 4 services daily to Oued Zem (95 miles) in 3 hours, and to Kasba Tadla (122 miles) in from 4½ to 5½ hours. One service daily to Beni Mellal (140 miles), and two return services (6 hours). The way lies along Highway No. 7 to Ber Rechid and No. 31 to Kasba Tadla, where Highway No. 24 is joined, leading to Khenifra (p. 91), and Azrou (p. 89), the junction for Fez and Meknes.]









The road passes by *Mediouna* (12 miles), a small agricultural market town, of whose old fort only the walls still stand, a testimony to the thoroughness with which it was looted by the forces of Muley Suleyman in 1797. Continuing across the plain of the Chaouia to *Ber Rechid* (25 miles), you pass through pleasant country, flower-carpeted in the spring. *Ber Rechid* is a small European settlement (pop., about 700), well-placed for general trade with the agriculturists of the neighbourhood. Markets are held almost daily in the vicinity and most of the produce passes through this village.

The road forks here; taking the left fork (No. 13), you come to *KASBAH BEN AHMED* (50 miles), a market town of about 1000 inhabitants. The road then continues across country to *KOURIGHA* (78 miles; Hôtel de France), a new and important industrial centre in the heart of phosphate territory, completely dominated by the wealth of its deposits, so that of all Moroccan towns this seems to be the least leisurely (pop., 5000).

*OUED ZEM* (95 miles) is similarly busy, sharing in the phosphate industry. The town is mainly built along the road, and has a population of about 4000, having grown from a simple native village to its present size since the French occupation in 1913. It is also an important military centre. The surrounding neighbourhood is extremely fertile; considerable agriculture and stock-raising is carried on.

*BOUJAD* (107 miles) is a fascinating small town of 9000 inhabitants, founded in the 16th century. Amid magnificent surroundings, it is rich in groves and gardens. Boujad derives considerable importance from its religious status. The spiritual lord of the district, who lives in the town, claiming succession from the founder, Sidi Muhammed ech-Chergui, has frequently played the part of mediator between uneasy tribes and the administration. Arriving in the market-place, you are advised to ask at the office of the Administration (*Service des Affaires Indigènes*) for an official guide, and for permission to visit. The walls of the town are noteworthy, and the mosques of distinctive character, especially the *Djama Muley Suleyman* and the *Djama ech-Chergui*. On the *Derb Beni Meskin* are the *Sanctuaries* of Sidi abd el-Kader and el-Hibi, the interiors of which are decorated with excellent plaster work and ceilings of tooled cedar. The habitation of the spiritual lord (in the *Zaouia*) lies just on the border of the native town, while on a small rise overlooking the town are the tombs of the early religious leaders (with a good view of the town).

From Boujad it is a run of about 15 miles, through agreeable country, with views of the Atlas mountains, to *Kasbah Tadla* (122 miles).

*KASBAH TADLA* (*Hotels*: de Bretagne; Excelsior), a small town of about 2000 inhabitants (300 Europeans), dates from the 17th century, when it was a fortress of Muley Ismail's negro battalions. The fortress from which the present town takes its name stands above the settlement, and consists of a walled enclosure which holds the fort proper, a mosque (with minaret) and the *Dar el-Makhzen*. Around the fort is clustered the native village, separated from the European section by a small valley.

BENI MELLAL (140 miles; Hôtel Blachier) is a walled native town of about 5000 inhabitants (100 Europeans), standing on the side of a hill overlooking a vast plain—the most productive area in Morocco. Attractive features of the town are the splendid gardens and olive groves. To the Friday market—a very picturesque event—the mountain-folk come in great numbers, to buy and sell, but more generally to barter.

### CASABLANCA TO MARRAKECH

[*By Rail* in about 6 hours. *By Road* in 5½ hours. Distance, 150 miles by either route.]

Road and rail follow practically the same route, by way of Mediouna (p. 57) and Ber Rechid (p. 57) to SETTAT (45 miles) and MECHRA BEN ABOU (75 miles), small European centres. The country is exceedingly pleasant, and the road well surfaced throughout its entire length, crossing a fertile plain. When the river Tensift has been reached the way into Marrakech is through palm groves and gardens to the modern European town (Guéliz), on the outskirts of Marrakech.

### MARRAKECH

Marrakech (Morocco City), by the corruption of its name, has given us "Morocco." Its foundation is attributed to the Romans, but the present city originated under the Almoravides. Marrakech to-day has a population of 193,582, of whom 185,557 are natives (including 15,000 Jews) and 8,025 European. It is one of the imperial cities, and the largest in the country, as well as the most interesting from the traveller's point of view. The European town (Guéliz) lies at some distance from the native city, under the shadow of the mountain from which it takes its name.

*Hotels.*—Mamounia (Transatlantique); El-Moghreb; Majestic; de la Palmerai; Doukkala; Continental; Parc; du Pacha; Sultan; Tourist; de France; Barakatte; Cecil; du Centre; d'Alger; de l'Atlas; de la Poste; des Pyrénées; des Vosges; Koutoubia. *Restaurants.*—Du Centre; de l'Univers; de Paris; Maurel; and at hotels. *Taxis.*—Rank in Djemaa el-F'na. *Motor Buses* (town services).—Djemaa el-F'na. *Motor Coaches* (C.T.M.; daily services).—Djemaa el-F'na (for Casablanca, Demnat, etc.). *Cinemas.*—Ciné Palace; Eden; Ideal. *British Consulate.*—Immeuble du

Pacha, Rue R'mila. *British Post Office*.—Near Bab Berrima. *Railway Stations*.—Guéliz and Medina. *Offices of Syndicat d'Initiative*.—Djemaa el-F'na.

Marrakech was founded in 1062 by the Almoravide Yusuf ben Tachfin. In the 12th century it was improved by the Almohade Yakub el-Mansur, to whose reign the tower of the Koutoubia belongs. Under the Merinides, Marrakech was neglected and the court moved to Fez, but the Saadians restored it to importance. Under Abu el-Abbas el-Mansur ("The Golden") Marrakech became the principal city of the country, and many additions were made. Later dynasties preferred Fez or Meknes. But in Marrakech Muley Hassan (1873) and Muley Hafid (1907) were proclaimed Sultan, the latter profiting by the rebellion which arose under the administration of the Sultan Abdul Aziz. French occupation was effected in 1912.

*At least two days are needed in which to visit the various points of interest, and a guide is advisable.*

The town, situated on a plain, overlooking the valley of the Tensift and about 1600 feet above sea level, is backed by the High Atlas range and surrounded by plantations of palms and olives. Its gardens are notable, and acres of roses are cultivated. The streets of the Medina are attractive and busy, often roofed with palm-leaf trellis as a protection from the sun.

GUÉLIZ, the new European town, is devoid of buildings of importance, but is well laid out, with tree-lined boulevards and avenues radiating from the Place du 7 Septembre, in which are most of the municipal buildings. The Avenue du Guéliz cuts diagonally across, and leads to the Medina, as does also the Avenue de la Medina.

For a quick tour of the new town, take the Avenue des Ouled Delim and turn to the left along the Rue des Derkaoua to the *Sports Grounds* or along the Avenue du Haouz and to the left down the Avenue de France to the racecourse. For the railway station, continue directly along the Avenue du Haouz and Mogador road. The post office in the new town is at the intersection of the Avenue du Guéliz and the Avenue des Oudaïas. Following the Avenue du Guéliz away from the Medina, you come to *Mount Guéliz* (commanding a view), under which is the *Military Quarter*.

You reach OLD MARRAKECH from the new town by following either the Avenue du Guéliz to the Djemaa el-F'na or by taking the Avenue de la Medina from the

Place du 7 Septembre to the *Bab Doukkala*, a massive, square gate of note, to the right of which (without the walls), is the leper colony. From the gate a street leads directly to the 16th-century *Mosque of Bab Doukkala*, with a good square minaret, facing which is a large *Fountain (Sidi el-Hassan)*. With the mosque on your right, continue to the modern *Palace of El-Glaoui*, from which you return to the mosque and turn to the left into the street called Zenket er-R'mila, passing the Dar Muley Ibrahim and the Dar el-Mtugi. Proceed now to the Dar Muley Ali and the *Koutoubia* ("Mosque of the Writings"), a 12th-century building of remarkable architecture (no admittance).

The TOWER, massive but rather dilapidated, was at one time completely decorated with blue tiling and mosaics, but the ornamentation has now either fallen away or faded. This tower, one of the great monuments of Morocco and co-eval with the Hassan Tower at Rabat, stands two hundred and thirty feet high and was built for the Sultan "El-Mansur" by Spanish prisoners. Continue to the Avenue de la Koutoubia, at the corner of which is the *Tomb* of the founder of Marrakech, Yusuf Ben Tachfin; it is a simple four-walled enclosure of no pretensions.

Hence you continue, to the right, along the Avenue to the *Mamounia Gardens*, a unique spectacle, with giant old olive trees and a wealth of roses. The Mamounia was built by the Sultan Muhammed Ben Abd Allah for his son Mamoun. An impressive modern hotel now commands the gardens. [The hotel may be visited, and a particularly fine view is to be had from the balcony.] You return by way of the Avenue de la Koutoubia to the DJEMAA EL-F'NA, a large open space just within the walls of the old town where old and new civilisations meet; once a place of execution, it is a now market and playground. This square is one of the strangest survivals in Morocco, the town forum where, amid fruit and produce, children may even be seen learning their lessons. After the trade of the market is ended, a gala begins, with dancers, conjurers, snake charmers, native gymnasts and musicians, around whom is a mixed crowd which includes transient visitors from the hills, the Sahara, and the north.

The municipal buildings face the square, and at the *Services Municipaux* permits to visit certain buildings should be obtained,

including (when permitted) the Palace of El-Glaoui, the Bahia, the Saadian tombs and the Medersa Ben Yusuf.

*To the Tombs of the Saadian Sultans.*

Take either of the streets (either left or right) by the Services Municipaux and walk southward to the end, where you turn left to the BAHIA (the palace of the Resident-General, in whose absence it may be visited, by permission, in company with an official guide). This is a rambling, modern building, whose grounds include a *Botanical Garden*,  $\frac{1}{4}$ -mile square. The Court of Ceremonies is a splendid example of Moorish architecture and decoration, and the Rooms of the Favourite are noteworthy.

From the Bahia, a street leads to the *Mellah*, an uninteresting quarter, and to the *Bab Berrima*, near to which are the *Jewish Souks*, of some interest. Here also is the *Dar-el Makhzen* (entrance prohibited) which, dating from the 12th-century, was enlarged in the 16th century. From the Bab Berrima, a straight street leads to the 12th-century *Bab Aguentaou* ("Portuguese Gate"), of particular merit. A massive arched gateway, wrongly attributed to the Portuguese and carrying good inscriptions, it is near to the 12th-century *Mosque of the Kasbah*, with a fine minaret (entrance prohibited). Behind the mosque are the TOMBS OF THE SAADIAN SULTANS, perhaps the most impressive and richest ornament of the city.

The Saadian dynasty began with Abu Abd Allah el-Kain Bi an-Arillal whose son, El-Aaredj, defeated the wavering Merinide monarch. The dynasty was split by Es-Sheikh who, after killing El-Aaredj, was himself assassinated. He was succeeded by Abd Allah Ghalib Billah. The dynasty ended in 1659.

The tombs are hidden in the narrow streets and, according to report, were walled off to prevent their discovery by intruders. Located by accident, they were opened and may now be visited (permits and official guides obligatory).

The approach is through a narrow and uninviting alleyway to a small but beautiful courtyard, beyond which is the Hall of the Tombs. Here the slender marble columns, the gilded cedarwood roof, and the fine stone- and plaster-work should be carefully inspected; workmanship and general effect are splendid. In the main chamber are the marble tombs of the sultans, and in recesses tombs of lesser

royalty. The chief tombs are those of El-Mansur ("The Golden"), Abd Allah Ghalib Billah, and Es-Sheikh.

THE AGUEDAL.—Leaving the Kasbah by the Bab Aguenau, you follow the walls (left) to the Bab Ksiba and cross by the barracks, turning to the right at the Mechouar (square) of the Dar el-Makhzen to the *Dar el-Beida*, a modern Moorish palace which may be visited on request. This is a good example of the house of the wealthy Moroccan. From the Dar el-Beida continue southward to the *Aguedal*, the famous walled gardens of Marrakech, nearly two miles in length. From within, the walls are almost entirely hidden by trees. Orange groves, an ornamental lake, the summer palace of Muley Hassan and the royal bathhouses (a little out of repair) make these 12th-century gardens an oasis in the greater oasis of Marrakech.

THE GREAT MOSQUE AND SOUKS.—From the Djemaa el-F'na take the Rue El-Ksour past the *Mosque* of the same name (with a good minaret), to the 16th-century *Great Mosque* of el-Muasin, near to which is a large and beautifully constructed *Fountain*. Around the mosque are the *Souks*, which merit a leisurely visit. Then from the mosque, continue straight on past the *Sanctuary* of Abdul Aziz, bearing right to the 12th-century *Medersa Ben Yusuf*, which may be visited. The mosaics, plaster and woodwork are notable; and in the courtyard is a beautifully modelled fountain. The same street continues to the Bab Debbagh, from which you walk through the cemetery to the *Bab el-Khemis*, a massive gate near to which is the market. Entering the gate, which commands an excellent view, turn right and then left to the 17th-century *Mosque of Sidi Bel Abbas*, since restored.

EXCURSIONS.—*Menara Gardens* (2 miles): Directly accessible from the city by the Avenue de la Koutoubia, the gardens, which occupy about  $\frac{3}{4}$  of a sq. mile, are walled, planted mostly with olives, and contain an ostrich farm and an experimental agricultural station.

*Amizmiz* (40 miles; motor-coach services daily) is a small market town with an imposing citadel.

*Demnat* (73 miles; motor-coach services daily) is a native town of about 5000 inhabitants, half Muhammedans, half Jews. The town is walled, and the gardens and plantations are attractive.



CASABLANCA TO MAZAGAN, SAFI,  
MOGADOR AND AGADIR

[*By Road.*—Motor coach services (C.M.T.) between all points daily : *Mazagan* (60 miles) in 1 hour 40 minutes ; *Safi* (158 miles) in 4 hours 20 minutes ; *Mogador* (260 miles) in 7 hours ; *Agadir* (374 miles) in 10 to 11 hours.]

In the spring-time particularly, the journey by the coastal road to Mazagan is one of extreme beauty, through rolling country carpeted by flowers. From Casablanca, by Highway No. 8, the way is at first past the large *Experimental Agricultural Station* (3 miles) of about 400 acres, almost immediately after which the *Military Aerodrome* is seen on the left. *Sidi Ali d'Azzemour* (48 miles) is a military post overlooking Azzemour (50 miles).

**Azzemour** (Hôtel-Restaurant de la Poste), reached after crossing the bridge over the river (Oum er-Rebia), is a native town of 9000 people, practically unchanged by the French occupation. An hour or two will suffice for a comprehensive tour. The traveller who wishes to see the true life of a rural native town is advised to start from the market-place, pass through the Bab es-Souk and follow the Rue du Colonel Henry. Note the native shops and craftsmen, the *Mills*, and the *Shrine* of Muley Abd Allah Ben Ahmed. Continue through the *Jewish Quarter*, which is the old citadel, with ruins of Portuguese buildings. Two interesting gates give on to the river at this point, and it is well to walk from one to the other for the sake of the view. The minaret of the *Mosque of Muley Bu Chaib* is predominant, and although entrance is prohibited, the exterior is interesting. The mosque stands in the street of the same name.

Around, and in the town, are luxuriant gardens, and bordering them are orchards and cultivated areas stretching to the white cliffs that overlook the Atlantic.

Leaving Azzemour, you pass through gardens and olive groves to a cultivated prairie. The road bends towards the shore and the town of Mazagan (60 miles).

## MAZAGAN

Mazagan is a seaport town of about 19,600 inhabitants, of whom 1902 are Europeans. The harbour is formed by two jetties, north and south, and handles a moderate trade, importing cotton goods, sugar, provisions and iron-ware, and exporting cereals, eggs and wood. There is a fair anchorage in the open roadstead. Since the French occupation in 1912 the trade and commercial importance of Mazagan have steadily increased. The climate is equable and temperate, and the town has some claims as a health and pleasure resort. There is a beach with good bathing.

*Hotels.*—Du Casino; de Provence; Grand-Hôtel de France; Atlantis; Central; de la Plage; des Alliés; Mazagan. *Restaurants.*—At leading hotels; also Brasserie de Paris; Casino de Plage; Régnier.

*British Consulate.*—Rue du Capitaine Héric Spinney. *Cinema.*—Casino de Paris.

Mazagan, known to the Romans as *Portus Rutilis*, owes much to the Portuguese occupation of the beginning of the 16th century. Then a stronghold was built around which in a few years a European town sprang up, to serve Portugal during her occupation, as Casablanca serves France to-day, as a base and centre of operations. In 1561 Muley Abd Allah attacked the town without success. The Portuguese were firmly entrenched and maintained their hold for two centuries; but, unable to withstand the repeated attacks of Sidi Muhammed, they withdrew in 1769, destroying the city before evacuation. In the early 19th century, Muley Abd er-Rachman sought to restore it, but it was not until 1890 that any repopulation was effected. With the French occupation of 1912 a marked revival began.

*Old Mazagan still exists in part, surrounded by the European city. Before making a tour of the sights (for which two or three hours should be allowed), apply at the Commissariat de Police for permission to visit the Portuguese ruins. The office will be found in the market-place, close to the old town.*

The site of the *Portuguese Town* is now the Jewish quarter, and is crossed by the Rue William-Redman, in which is the principal Portuguese relic, the so-called *Salle d'Armes*, actually an underground cistern with arches and columns, dating from the 16th century. Following

this street, and passing through the *New Gate* (*Bab Djedid*), you come to another gate leading to the ramparts at the *Bastion of St Anthony* (with a view), on which are ancient cannon. Making the tour of the ramparts, you come to the old *Church of San Sebastian*, with its pleasing façade, to the Portuguese gate, and to the *Bastion of the Angel* (with another good view), from which, completing the tour, you return to the market-place by way of the Bastion of the Holy Spirit.

The *Native Town*, of little originality or interest, is reached from the market-place by way of the Place Gallieni, and is crossed by two main thoroughfares. Ten minutes' walk will reveal whatever features there are in the streets.

The *New Town* is similarly without buildings or places of note, with the exception of the well-tended *Spinney's Garden*, perpetuating the memory of Robert Spinney, a trusted English trader of Mazagan to whom the natives looked for counsel and guidance, even in their more rebellious times. The *Beach* is excellent, with a mile of front and good sands.

EXCURSIONS in the neighbourhood include that to *Cap Blanc* (9 miles), a rugged and sheer headland.

*Tit* (4 miles) is a small fishing-village, in which is the *Mosque of Muley Abd Allah*, built around the ruins of an ancient town which was already destroyed when the Portuguese entered. Of uncertain age, it is commonly believed to be of Roman origin, but later evidence points to Berber foundation. Of the ancient city only portions of the walls and towers remain.

MAZAGAN TO MARRAKECH.—This is a journey of 120 miles by Highway No. 9, passing *Sid Ben Nour* (44 miles), a small agricultural town in the territory of the Oulad bou Zerara, and *Guerando* (62 miles), which marks the confines of the former Portuguese territory. Some ancient ruins, accredited to the Portuguese, are more probably Berber. At *Tleta Mennaba* (98 miles) the route from Safi to Marrakech is joined. The Oued Tensift is crossed (115 miles) just before the outskirts of Marrakech are reached (p. 58).

Resuming the journey to Safi and Mogador you find the road along the coast quite usable and steadily improving ; but the main road runs inland by way of Sidi Smain and Et-Tleta (Highway No. 11).

At *Sidi Smain* (32 miles), the right fork is taken, after which you pass through rolling country dotted with small

villages, mostly of interest only on market days ; of these SOUK EL-DJEMA SAHIM (40 miles) is of particular importance. On Fridays a market is held which handles most of the produce of the rich Abda region. The centre stands in the open plain and is in reality little more than a walled area. There is practically no village. On non-market days it is deserted, but on Fridays it is busy with native agriculturists crowding in from the countryside.

At *Souk Et-Tleta de Sidi Embarak* (50 miles), another country town, the road for Safi turns right, and runs through rich, but unvaried country. [Motor coach connections for Marrakech (80 miles ; see p. 58.)]

### SAFI

Safi (*Asfi*), is a town of 26,000 inhabitants (of whom 1600 are Europeans). The port is open to commerce, and imports cotton goods, provisions and metals, exporting agricultural produce, skins, hides, wool and phosphates. There are no quays or berths. There is deep water within a  $\frac{1}{4}$ -mile of the beach, and a breakwater  $\frac{3}{4}$ -mile long gives shelter to large vessels. The port is rapidly being improved. The town is one of the most interesting on the coast, and still bears the full imprint of the Portuguese occupation.

*Hotels.*—De Paris ; Moderne ; Central. *Motor Coach Services.*—C.T.M. (daily) to Mazagan, Casablanca, Mogador, Agadir, etc., and Marrakech. *British Consulate.*—Rue de Marrakech.

The foundation of Safi is uncertain, but it antedates the Muhammedan conquest. The Portuguese, who occupied the city in the 16th century, extended their hold as far inland as the outskirts of Marrakech, and the resulting prosperity of the port led the Sultan to proclaim holy war which, by 1541, had loosened the Portuguese hold. In the 17th century France gained considerable commercial advantages by treaty, and Safi again rose to become the most important town of southern Morocco, a prosperity lasting until the rise of Mogador. The old town, which at one time had a population estimated at 100,000, was known to Raleigh and Drake, and carried on considerable trade with England in Elizabethan times.

*Half a day will suffice for a visit to the town, and it is better to begin at the natural centre, the Place du Rbat, from which access is gained directly to the old Portuguese district.*

On the left is the *Dar el-Bahar* ("House of the Sea"), a 15th-century Portuguese fort on which the Portuguese coat-of-arms is visible. In the *scala* (battery) 17th-century cannon are still in place. From the keep there is a splendid view along the coast. Entering the *Medina* by the Rue des Marchés, you will find native shops on either side, and in the narrow alleys branching right and left the souks of particular trades collected together. This street cuts the native town into two sections, with the Jewish quarter on the left.

Continuing along the street you pass the *Great Mosque* (on the right), succeeded by buildings devoted to various religious groups, including the *Zaouia* of the Aissaoua. At the end of the street is the Bab Chaaba, through which you pass to the Muhammedan cemetery and the *Shrines* of Sidi Abd er-Rachman (the saint of Safi) and of Muley el-Wafi, set in a palm grove. Near to the shrines is the Hill of the Potters, an interesting quarter where pottery is still made in the primitive fashion, although some workshops have recently adopted modern methods.

Returning to the Bab Chaaba and the Rue des Marchés, you find a street on the left (near the gate), leading to the restored *Portuguese Church*, whose stonework bears the coats-of-arms of cities of Portugal. Nearby, on the hill, stands the *KECHLA* or Citadel, a 16th-century Portuguese fortification overlooking the city and reached by a flight of stairs. The walls and towers still bearing Portuguese insignia, should be noted. In the *mechouar*, or square, of the citadel is an attractive small sanctuary, and from the fortifications there is a splendid view of the city.

A European town is rapidly extending to the north and east of the old town, and an interesting walk of a little over a mile to Sidi Bou Zid is worth taking. Starting from the cemeteries by the Chaaba Gate, turn left along the wall and cross between the cemeteries to the quarter of *El-Aouina* and the *Sanctuary of Sidi Bou Zid*, on the cliffs. From the sanctuary a path leads to *Cap Safi* ( $3\frac{1}{2}$  miles from Safi) and an ancient *Portuguese Outpost*, from which an extensive view can be had.

SAFI TO MARRAKECH.—[Daily motor coach service (C.T.M.): 96 miles in four hours.] Travelling by Highway No. 12 from Safi to Et-Tleta (p. 68), you cross the Mazagan-Mogador road (16 miles) and

traverse sandy country, which gives way to cultivation after Safi is left well behind. Beyond *Chemaia* (43 miles), a small village of 400 inhabitants, is *Et-Tleta Mennaba* (68 miles), a market town at the junction of the Mazagan-Marrakech road (No. 9). Turning into this road (right), you continue to Marrakech. The road rises considerably, and excellent views of the surrounding country are to be had, and later a vista of Marrakech (p. 58), backed by the higher range of the Atlas.

The distance from Safi to Mogador is 93 miles. [Daily service of motor coaches in 4 hours.] Leaving Safi by Highway No. 12, leading to Et-Tleta, you join (16 miles) Highway No. 11 (Mazagan-Mogador) and take the right fork, going south and passing *Souk es-Sebt Guezzoula*, a small market town in a rich agricultural area (30 miles). The road rises at the approach to *Et-Tnine Riat* (38 miles), from which there is a wide view of the plain and valley of the Tensift, which river is crossed at *Telmest* (54 miles), where the country becomes increasingly rich in olive groves.

Near *Sidi Zlaa* (81 miles) the road passes through a small but pleasant forest and Highway No. 10 (Mogador-Marrakech) is joined. Here you turn right, taking the upper fork; the road climbs to the high land overlooking Mogador, and offers a remarkable view. High sand dunes and almost true desert stretch below, almost reaching to the sea; and far out lies the *Isle of Mogador*, Morocco's Château d'If, once a state prison. The Isle of Mogador is notable as Drake's rendezvous on his voyage round the world: it was given as the rallying point for Christmas Day, 1577, in case his ships had been scattered by storm or other causes.

## MOGADOR

Mogador (*Souïrah*) is an Atlantic port handling a moderate import trade in provisions, hardware, metals, amber beads, and other commodities, and exporting olive oil, cereals, bones and skins. There is anchorage  $\frac{1}{2}$  a mile from shore in deep water. The population is 14,423, of whom less than 1000 are Europeans, and the town is built on a low headland jutting out to sea. Enclosed by high walls, it is divided into separate sections by other inter-



secting walls, which cut off the Mellah from the Arab quarter and both from the European town.

*Hotels.*—Grand-Hôtel du Tourisme; du Roussillon; Souirah; de Mogador; Garcia; Johnston. *Motor Coaches.*—Daily services (C.T.M.) to Marrakech, Casablanca, Agadir, etc. *Cinemas.*—Cinéma du Moulin; Nouveau Ciné. *British Consulate.* *Tennis Courts* near Duverger camp.

Mogador, the ancient *Thamusiga*, shares the history common to the coast. There was possibly an establishment here in Phœnician times; Mogador had its Portuguese occupation and its days of piracy, which drew attacks from France in the 17th century and again in 1844, resulting in the taking of the Isle of Mogador. In 1906 a small rising left Mogador in the hands of a rebel Caid, but his power lasted for a month or two only, and he fled on the approach of a French warship.

The present town was built by Sidi Muhammed Ben Abd Allah about 1760-65, partly as vengeance on the rebellious tribes of the Sous, but equally at least to give shelter to his pirates. Agadir, which had been the port of the Sous, was closed, and Mogador took its place, the Sultan adding mosques, schools and fortifications to the port. The name is taken from Sidi Megdoul, and unfounded legend has linked this Megdoul with a Scot, one Macdougall. The fiction is interesting but unsupported; the planning of the town was, incidentally, done by a French engineer.

*Although Mogador is one of the most characteristic of Moroccan coastal towns, it is small, and an hour or two will suffice for its exploration.*

Many of the streets (which are at right-angles to one another) are narrow and thronged; but two tree-lined main streets cross the town, and in them is a never-ending procession of a multitude of types, attracted by the increasing trade of the port. The town is clean, and unexpectedly sanitary. Its promenades are good and the beach is splendid, being frequented by Europeans of the coast for holidays and relaxation. There is good game shooting and fishing in the district.

Entering by the Marrakech road, and passing the *Camp Duverger* on the right, you come to the Bab es-Seba and the Post Office (left). Continuing, you pass the Grand-Hôtel du Tourisme (left) and reach the Avenue du Mechouar, which cuts the city from the port to the Bab Doukkala, becoming in turn the Rue Haddada and Rue du Lieutenant Cazes. You turn to the right into the Avenue du Mechouar, and on your right is the *Great Mosque*, with

a good minaret. Continue now to the Rue Haddada, with a mosque and *Market-Place* (at the intersection of the Rue du Dar el-Makhzen). The market is interesting for its various souks, offering native products, including notably carved woods and worked metal. Continuing through the Rue du Lieutenant Cazes, you reach the Jewish quarter. On the right is the new, and on the left the old, Mellah.

Passing through the Doukkala Gate and turning to the right by way of pleasant gardens, you follow the walls to the angle and, crossing the cemetery to the Marrakech Gate, enter the town again by the Rue du Dar el-Makhzen, with the Barracks and the eastern bastion on the left. This street brings you again to the market-place. Continue to the Rue de la Medina and turn to the left, following the street as far as possible. Bearing slightly left, you come to a small *Mosque* (on the corner of the Avenue du Chayla), with barracks on the left; opposite, a street leads to the Scala.

The SCALA is an ancient Portuguese battery on the sea-front, forming an admirable promenade. Commanding the sea and the islands, it is still furnished with guns of the 16th, 17th and 18th centuries, cast of bronze or iron. At the northern end of the fortification is a tower, with other artillery of the period; it contains storerooms and quarters for the garrison. Afterwards, returning to the Avenue du Chayla, continue to the noteworthy 18th-century *Marine Gate* and the port. To the right of the Marine Gate a staircase leads to the top of the walls and to the old port battery, which offers a good view.

Motor boats can be engaged in the harbour for a visit to the *Islands* which lie off the coast. On the larger island (p. 68) is a walled prison; also to be noted is a small mosque. There are good views of the mainland and of Mogador.

At *Diabet* (3 miles), on the Marrakech road, is an old and deserted palace of the Sultan, once imposing but now practically buried in the sand; nearby are the ruins of an old fort, which commanded the entrance to the port. The fort stands on the edge of the sea, and is surrounded by a crenellated wall. Probably of Portuguese origin, the fortress is stoutly built and well placed.

MOGADOR TO MARRAKECH.—[110 miles; motor coach service daily (C.T.M.). The way is by Highway No. 10, and offers an excellent, easy journey via Sidi Tlaa (15 miles), Aïn Teftecht (35 miles), Sidi Mokhtar and Chichaoua (68 miles). The road surface

is always in good repair, and the journey along the foothills of the Anti Atlas is through magnificent scenery.]

The road passes through the splendid woodlands which lie at frequent intervals between Mogador and *Ain Teftecht*, a small village famous for one of the most fanatical acts of Moroccan history. In 1894, on the death of Muley Hassan, five hundred tribesmen of the Chiadma immolated themselves, and their bodies were left to the jackals.

*Chichaoua* is a pleasant little town lying in a valley below Mount Tilda. Near it are extensive phosphate deposits. From Chichaoua the road crosses the Haouz, a vast plain with fine views of the Atlas mountains, to Marrakech (p. 58).

The journey from Mogador southward, the last stage of the route from Casablanca to Agadir, is one of 100 miles. [Motor coach services daily (C.T.M.). There is a good road by way of Tamanar, between which point and Cape Ghir the road steadily approaches the sea. The way is through pleasant plantations and attractive scenery, with increasingly clear views of the Atlas mountains. Alongside of the motor road is the old caravan trail, generally busy with trains of animals making their way north.]

At *El-Guelluli* (32 miles) is the residence and fort of the caid, recalling the history of this region, which has always been tumultuous. Until the French occupation inter-tribal warfare was frequent.—As you proceed southward, military occupation becomes more evident, principally in public works and road construction, with small posts here and there.

At *Tamri*, a small village (74 miles), the road swings to Cape Ghir, continuing through poor country to the picturesque fishing-village of *Teghazout* and more fertile districts, here well wooded and of considerable beauty. The fertility passes, however, as Agadir is neared.

**Agadir** is a small port of some 2000 inhabitants, of whom 1500 are native Muhammedans, 200 Jews, and 300 Europeans, mostly French. Situated on the Atlantic at the mouth of the river Sous, it is well sheltered, and there is anchorage in the open roadstead. A new harbour for large ships is under construction, but the port is at present available to small craft only. Some import trade is done in sugar, corn, cement and tea, and exports consist of wood, minerals and eggs. The town is purely native, and perhaps disappointing; but, following the opening of the

port in 1930 to general trade, improvements have been put in hand, and it is probable that Agadir will make a considerable growth in the near future.

*Hotel-Restaurants*.—Boisseuil; de Mauretanie; Ré (Charles).  
*Motor Coaches*.—Daily services to Tarudant and Mogador.

Agadir was a small independent state until the 11th century, when it came into the power of the Moroccan sultans. In 1508 the Portuguese bought the town, fortified it, and generally enlarged its trade, penetrating along the valley of the Sous as far as Tarudant; but in 1760-65 Muhammed Ben Abd Allah closed the port, and Agadir ceased to have any particular importance until its reopening in 1930.

Of recent events, one incident which threatened the peace of Europe was the arrival of a German warship off the port in July 1911. In 1912 the natives rose against the Sultan, but were quickly subdued, and in 1917 the French occupied the town and established military posts throughout the district.

The town is divided into two sections, on adjacent rises; and there is little of much interest in either part save the *Kasbah*, which stands on the top of its hill, with the poor native houses and mean streets in a confused settlement descending the slope. The *Kasbah* is of stone, covering an area of about 13,000 square feet, but has no outstanding feature.

*Founti*, the other section of the town, is virtually a fishing-village, rising slightly from sea-level; in the centre is the *Sanctuary* of Sidi Bou Knadel. It is to the north and south of this village that the European settlement is developing.

AGADIR TO TIZNIT.—[By road; 60 miles.] A fairly good road, practicable for motor vehicles, runs directly southward from Agadir to TIZNIT, which is in territory only recently opened to travellers and is reached through pleasant country which, only a few years ago, was the scene of military operations. The town looks its part; surrounded by high, crenellated walls, it is a fortress in largely stony country. It was founded a generation ago by Muley Hassan when he needed a base for his campaigns against the tribes of the Sous, and most of the buildings were erected at his command. It is now a purely native town of some 4500 inhabitants, divided into tribes who occupy their own particular quarters. Europeans have not yet made any settlement, there being only 10 civilian French in the settlement. The *Mosque* is crudely attractive, with a huge square minaret. The surrounding country is mainly agricultural.

## AGADIR TO TARUDANT

*(And by Mountain Pass to Marrakech)*

[By road ; motor coaches daily between Agadir and Tarudant (38 miles).] The road goes by way of *Insgane*, a small military post with aerodrome, and through the forests of Ademin and Hafeia.

TARUDANT (Hotel: Marhaba), in the foothills of the Atlas mountains, is a native town with a proud history, and a charm not yet diminished. Surrounded by high, bastioned walls, it is literally a garden city. Even before it reaches the walls themselves, the road is through olive plantations and gardens ; once past the gates you find that most of the enclosed area is given over to the cultivation of trees and plants.

The town was the scene of a considerable battle and siege by the Almoravides in 1030, and under the Merinides became the capital of the Sous ; at this time the fortifications were enlarged. By the 16th century Tarudant had established regular and organised trade with the far south, and on the rise of the Saadian dynasty was especially favoured. When Agadir closed, however, Tarudant decayed. During the middle decades of the 19th century Tarudant had several periods of rebellion. In 1898 it was besieged by insurgent tribes, and again in 1912-13 by El-Hiba, the pretender who came from the south. The French entered in 1917, when a military post was established.

The population is about 8500, of whom 1000 are Jews and about 40 French, the remainder being native Muhammedans chiefly engaged in agriculture. Before visiting the town (which contains nothing outstanding architecturally) it is well to visit the *Service des Affaires Indigènes*, housed in part of the Dar el-Makhzen.

The *Jewish Quarter (Mellah)* is both unsightly and unsanitary. The remainder of the town is pleasant and well kept. The houses, mudbuilt, have a certain charm and colour, and the mosques are characteristic without being very remarkable. It is the town, as a whole, and the rugged scenery of the valley, with the gardens and groves, that impress the visitor.

[From Tarudant there is a road leading through a pass in the Atlas mountains (serviceable for motor vehicles), by way of Talaat N'Yakoub and Asni and under the snowclad peak of Mount Toubkal, to Marrakech (125 miles ; p. 58).]

## TANGIER TO SOUTHERN CITIES—II. INLAND

## TANGIER TO MEKNES AND FEZ

[See Map, facing p. 88]

ROUTES.—By Rail, see p. 38.

By Road to El-K'sar el-K'bir (77 miles ; p. 39), and Souk el-Arba du Gharb (104 miles ; p. 41). Thence, see below.

QUEZZAN, served by a main road, lies some 34 miles east of Souk el-Arba du Gharb. [Motor coach services daily.] It is a small town of approximately 15,000 inhabitants (600 Europeans), and stands in the heart of a rich and fertile district. It is the residence of the chief of an important religious confederation, and one of the principal centres of Islam. For travel in the neighbourhood of Ouezzan permission must be obtained from the Service des Affaires Indigènes, and if the Spanish Zone (14 miles to the north) is to be entered, passports must be in order and duly presented at the frontier.

The region around Ouezzan was slow to accept French authority, but in 1920 the entrance of French troops was effected by negotiation and without resistance. Life in the town is interesting; native industries are carried on in the traditional manner. Note especially the leather dressers in their particular souk.

Gardens and olive groves add to the charm of the neighbourhood, and throughout the vicinity are shrines and tombs of Muhammedan saints, jealously guarded against non-Moslem intrusion. To these shrines come a considerable number of pilgrims.

From Souk el-Arba du Gharb, Highway No. 6 leads to Petitjean (126 miles), the junction of the railways and main roads connecting Meknes, Port-Lyautey and Tangier.

PETITJEAN, (Hotel: Terminus Gare) with about 2500 people (including 500 Europeans), is notable as a busy clearing-house for the produce of the district. Apart from the scenery of the ravine of the river R'dom, there is little of interest.

From Petitjean the route is by Highway No. 3 to Segotta (139 miles) and Secondary Road No. 301 (well kept) to Volubilis (146 miles).

**Volubilis** (Hôtel-Restaurant), one of the few important remains of *Mauretania Tingitana* and the last considerable outpost of its dominion, was at one time connected by paved road with the capital (Tangier). The ruins of Volubilis are perhaps less imposing than those to be found in Algeria and Tunisia: they have suffered more by spoliation. But they have significance. The city appears to have been founded in the 1st century A.D. and to have been of considerable size and wealth, its importance enduring until the 4th century. It was built, as most Roman settlements were, in the open, and its construction is in the familiar rectangular design.

The RUINS so far excavated cover about 100 acres, and it is possible to trace the wall which formerly surrounded the city. The visit to the Ruins (5 fr.) should begin at



the *Museum* (small but good), which contains excellent specimens illustrative of the state of art in Roman cities of the first centuries of the Christian era. Especially to be noted are statuettes of Venus Anadyomene, Venus and a remarkable Bacchus. There has lately been added the *Dog of Volubilis*, an almost perfect bronze, regarded as a masterpiece. Excavations are still proceeding, and the curator is cordially disposed towards visitors. Guides are available (gratuity).

Volubilis was sacked by Muley Ismail for his own palace, and columns from the city are now incorporated in buildings of Meknes.

From the museum you proceed (left) to the *Oil Mill*, parts of which are in good preservation and differ little from crude survivals to be found in other parts of North Africa to this day. From the oil mill continue to the *Forum* and *Basilica*. The forum has been cleared, and it is possible to decipher some of the inscriptions and to locate the positions of the statuary which formerly ornamented the square. Note the tribune.

The *Basilica*, beside the forum, was the civil law court. Note also the small temple (partially restored), the house in which the Dog of Volubilis (see above) was found, and the *Triumphal Arch*, ascribed to Caracalla and Julia Domna. The main street (*Decumanus Maximus*) has been excavated and a little restored. A few fine columns and the pavement suggest the city's original splendour. Note also the fountains, of which a considerable number must at one time have decorated the city.

About a mile from Volubilis, on the way to Muley Idris, is the *Refuge* (Hôtel-Restaurant), which serves for accommodation for tourists visiting either centre.

**Muley Idris** (148 miles) stands on twin hills, between which lies the tomb of the national saint, Muley Idris, from which the town takes its name.

Muley Idris ben Abd Allah ben el-Hassan ben Ali traced his descent to that Ali who was a friend of the Prophet and husband of Fatma, the Prophet's daughter. After defeat in his own country he settled at Oulili (Volubilis), the walled town which had been built on the ancient ruins. Here he proclaimed the faith with some success and, acquiring followers, became ruler of the district. Assassinated in 793, he left his kingdom to his young son, also named Muley Idris.

During the month of May a great pilgrimage takes place, and celebrations, in which the royal family take part.

As you approach the holy city from Volubilis, the view is one of remarkable beauty. The white houses of the twin villages are outlined against the green of well-wooded hills and, as the road descends tortuously, the town is seen from many different angles. Life is uninfluenced by European penetration, and animosity to intrusion by non-Moslems is slow to disappear.

The first settlement is *Khiber*, and farther distant, across the valley, is *Tasga*. Between the two stands the religious centre of the town, with mosque and green-tiled minaret, near to which is the open-air place of the great prayer.

From Muley Idris, the road passes through picturesque mountain scenery to Meknes (167 miles).

### MEKNES

Meknes, one of the four Imperial cities of Morocco, lies in the lowlands of the middle Atlas, at about 1600 feet above sea-level. It is one of the cities of the tribe of Meknassa, its full name being *Meknassa ez-Zitoun*. (Taza, the other city of the tribe, is, in full, *Meknassa Taza*.) A city of 57,000 people (13,000 Europeans), Meknes has grown rapidly since the French occupation, and is the centre of a rich district.

*Hotels*.—Transatlantique; Majestic; Volubilis; Splendid; d'Angleterre; Antinea; Bellevue; des Pyrénées; de la Résidence; de l'Europe; Regina; de Bordeaux; du Commerce; des Négociants. *Restaurants*.—At chief hotels; also Brasserie du Marché, Café Glacier, Eugène, de l'Olivier. *Railway*.—For Tangier, Fez, Rabat, Casablanca, etc. *Motor Coaches*.—Daily services to all parts (Rue Rouamzine). *Taxis*.—Ranks on the Rue Rouamzine. *Motor Buses*.—20-minute service to station, serving old and new towns. *Cinema*.—Théâtre de Meknès. *Syndicat d'Initiative*.—Place Dalbiez.

It was at Meknes in the 12th century that holy war was declared by the Almohade Ibn Tumert, his efforts being chiefly against the Almoravides. For fifty years little success followed the efforts of the Almohades, but a new attack then reduced the city after a siege that lasted for several years. Meknes was then denuded of its

population ; but prosperity began to return in the 13th century, when the city, including the Great Mosque, was rebuilt. In the 17th century the city was one of the most prominent in North Africa. It was raised to notoriety and a little fame by Muley Ismail, the Alaouite sultan, whose reign lasted for half a century. Impressing Christian slaves into his service, he fortified the town, built its massive walls and gates, gardens, mosques and palaces, seeking to create in Meknes a counterpart to Versailles. For the embellishment of his city he quarried the ruins of Volubilis.

In Meknes he quartered his negro battalions, the Bokharis, from whom are descended the thousands of negroes who inhabit the city at the present time. On the death of Muley Ismail, Meknes went into decline.

During the revolt which marked the beginning of the 20th century, Meknes espoused the cause of Muley Hafid, pretender to the throne of Abdul Aziz, and became a centre of rebellion ; but in 1911 it surrendered to the French. In 1913 the French occupation was finally effected, and under the subsequent reorganisation of the country Meknes became again one of the Imperial cities.

*A comprehensive tour may be made in one day of all the points of interest.*

One of the healthiest cities in the country, Meknes is built on hills, with a wooded valley between the new and the old sections. The native town has been left practically untouched, but a new European quarter is growing rapidly on the plateau of El-Hamria.

It is, too, one of the most picturesque towns in Morocco, and is within very easy access of either Atlantic or Mediterranean ports. Situated at the junction of many main roads, it is an important market, catering for a well-watered and prosperous agricultural area.

The new town is very new, and has nothing of great interest to its credit. The old town is entered from the new town by the Boulevard du Maréchal Lyautey, which leads across the intervening valley to the Fez Gate.

*From the Fez Gate to the Dar el-Makhzen, the Aguedal and the Dar el-Beida.*

From the Fez Gate you come to the Place Dalbiez, from which you take the Rue Rouamzine, principally devoted to European commercial houses, to the Post Office, where you turn to the left down the Rue Dar es-Semen to a wide market-place, *El-Hedim*, of which it is advisable to make the tour.

On the left-hand side of the square are two gates of importance : the 18th-century *Bab el-Mansur el-Euldj* (the apostate), of great size and one of the most impressive, with its powerful bastions, of the nine gates of the city ; and, a little farther on, *Bab Djama en-Nuar*, of the same period, smaller, and of more delicate line.

Practically facing the Dar es-Semen is the Bab Zein el-Abichin. Without leaving the square, cross diagonally to the opposite corner, noting the fountain before passing to the *Dar Jamaï* (" House of Jamaï "), built by a caliph under Muley Hassan in the 19th century. Of no great architectural merit, the house is now occupied by the Commission of Native Arts. Entrance is permitted (gratuity to concierge), and within is a *Museum* of pottery, glaze, jewellery, materials, etc., principally of educational interest.

As you face the market-place, a street on the right brings you to the Rue Es-Sekkakiin, which leads through the quarter of the *Berrima* to the Avenue du Mellah (which begins by the Bab Berrima). Around the Bab Berrima are narrow streets with various souks and native workshops of considerable interest. Taking the Avenue du Mellah, you reach the *Mellah Gate*, and, noting the thronged, narrow streets of the Jewish quarter, continue to the *Bab Khemis* and the cattle market (Thursdays). The last-named gate is also worth attention, in spite of its somewhat ruined state, for the sake of its inscriptions and tiling.

From the Bab Khemis, turning left and skirting the Mellah, you cross the open space to the Bab Zein el-Abichin, to the right of which is the Bab Muley Ismail, which leads to the *Mosque* and *Tomb* of that Sultan. The buildings are not imposing, but the pyramidal roofs and green tiles are to be noted. From this point a walled road leads to the Rirh Gate and the *Dar el-Makhzen*, with its gardens. Entrance to the palace is prohibited. The exterior stonework is in good 18th-century Moroccan style. Beyond the palace, by the Bab en-Naura, access is gained to the *Botanical Gardens*, about 70 acres in area, used for experimental cultivation. In the gardens, the sections most noteworthy are those devoted to roses, cotton and soft-fruit trees.

Facing the gardens are the ruins of the *Barracks* formerly occupied by Muley Ismail's Bokharis, or Black Guards, and at a little distance are buildings which formerly served as his storehouses. One of the buildings is ruined, and is open to general visitors ; note the magnitude of the scale, and the various columns. The other building is in repair

and occupied by an administrative service. For a visit to this permission must be obtained. Continuing, you come to the *Reservoir* which Muley Ismail caused to be excavated for the purpose of irrigating the palace gardens, and so to the *Aguedal*, a great enclosure now used for military manoeuvres, with the Dar el-Beida on one side and the *Ostrich Farm* on the other. The farm, which may be visited, contains a small number of birds and some experimental rearing houses.

The *Dar el-Beida*, an 18th-century building, was formerly a sultan's palace and is now a military academy (permission to visit may be obtained between 3 and 5 p.m.). Stretching away behind it is an interesting native settlement, on the site of an enclosure created by Muley Ismail. Here are the old stables, in ruins but interesting, which were intended to accommodate over 10,000 animals in case of need. The settlement contains a huge *Mosque*, of no architectural merit, but interesting because of its proportions.

*From the Fez Gate across the Medina to the Berdain Gate.*

Take the Rue Rouamzine as far as it goes, turn left, and continue as far as the Police Station, facing which is a street which goes straight to the Berdain Gate. There are several mosques which may be noted in passing, including those of *Tidjani* (in a narrow street, just off to the left) and *Kanut* (right). The street leads into *Es-Souika*, which is a widening of the thoroughfare at an intersection, in which is a fountain. Continuing, you come to the *Mosque of Sidi Ahmed ben Khadra* (right), a small cemetery, and the *Mosque of El-Berdain*, founded in the reign of Muley Ismail, and boasting the highest minaret in the town.

Between the mosque and the Berdain Gate is the *Wood Market*, which is of great interest. The *Berdain Gate*, dating from the time of Muley Ismail, is of considerable architectural merit.

From the Berdain Gate, there are alternative routes back to the starting-point.

1. Turning left outside the walls and making for the Muhammedan cemetery, you come to the *Sanctuary of Sidi ben Aissa*, the founder of the fanatical tribe of the Aissaoua, at the period of whose festival members of the sect travel to Meknes from all parts of the country and perform the fanatical dances of their cult, during which they eat, in their fervour, live scorpions, snakes, and other creatures,

and pierce themselves with steel, apparently without ill-effect. Just below the mausoleum is the *Bab Siba*, a small but interesting gate, from which it was the custom to hang the severed heads of rebels.

Continue to the *Bab Djedid*. There are *Tanneries* a little distance below this gate. After entering the town proceed along the main street, ignoring such streets as enter it, until you come to a cross-roads. Here you turn to the right, reaching a square (*El-Touta*), in which stand the *Mosque of El-Touta* (with excellent woodwork), baths and school buildings. Note the fountain in the square. Passing the mosque, you ignore a blind alley on the left, and take the next turning on the same side, to the *Medersa Bou Ananiya*, which may be visited. This building dates from the 14th century, taking its name from the Merinide Sultan Bu Inane. Note the fine metal-work of the entrance, and, in the galleried centre court the students' quarters facing the prayer chamber (of which the plaster, wood and mosaic work are remarkable).

From the *Medersa*, a street leads to the *Great Mosque (Djama Kebira)*, which stands in the midst of the souks. Entrance is prohibited, but the minaret is striking, being tiled in green and yellow, and the cedarwood doors are excellent. Two streets, one to the right and the other to the left, skirt the mosque, leading back to the Dar es-Semen. In the street to the right is the *Medersa Attariin*, and (more interesting) in the street on the left is the *Medersa Filala*. You turn to the left from the Dar es-Semen to the Rue Rouamzine.

2. Turning right at the Berdain Gate and skirting the walls by the cemetery, you have the *Potteries* on your left. Continue by the walls to the *Gardens* (with an attractive Moorish café) and enter the town again at the Guenaua Gate. In the Rue du Bab Guenaua note the premises of the *Cercle Civil* and the old *Palace of Ben Ani*, with a good court and carved arched doorway of cedarwood. The fountain in the court and the interior woodwork are of great merit. The path also brings you to the souks (of great interest), and to the Rue Rouamzine and the Fez Gate.

The *New Town* has little of interest beyond a magnificent view from the Hôtel Transatlantique over the old city of Meknes, which, from this point, appears to be a city of palaces. It is reached from the Fez Gate by following the Boulevard du Maréchal Lyautey past the military quarters (*El-Hamria*).

MEKNES TO IFRANE.—One of the most pleasant excursions from Meknes is to IFRANE (30 miles), a small but growing resort in magnificent surroundings. The route is by Highway No. 21 to El-Hadjeb and thence by a good track to Ifrane. [Motor-coach services daily in each direction.] The country is thickly wooded and the views from Ifrane itself are spectacular. Chalets, hotels, and *pensions* have been built for the accommodation of visitors, and Ifrane is rapidly becoming one of the most popular hill resorts.



Resuming the journey to Fez (a distance of 40 miles by road—Highway No. 5—or rail, covered in  $1\frac{1}{2}$  hours), you traverse country which is well wooded and cultivated, with views of the Atlas mountains.

## FEZ

Fez, the northern capital of the country, stands on the banks of the river Fez, and is served by main roads radiating in all directions and by railways linking the town with Tangier, Casablanca and other centres. It has a population of 120,000, of whom nearly 10,000 are Europeans and 15,000 are Jews. The native town is divided into the old and new towns, but both are of great age. The old town dates from the time of Muley Idris (A.D. 800) and New Fez from the 14th century.

Fez is the most important religious centre of Morocco, and until the French occupation visitors not of the faith were unwelcome. Indeed, for many centuries the town was closed to non-Moslems, Christians being definitely excluded, except as slaves; Jews were confined rigorously to their Mellah, subject to discriminating laws and periodic pillaging. This attitude has been modified slowly, and to-day Fez is the natural goal of the traveller, who will find a peaceful welcome. The European city, which has grown since the French occupation, lies to the south-east of the native town, and is quite distinct from it.

*Hotels.*—Grand; Palais Jamai (Transatlantique); Bellevue; Central; Touring; de la Gare; des Charmilles; de Paris; Bristol; Cecil; Antinea; Continental; du Glacier; de l'Industrie; de Lorraine, Fez-Palace; Moderne; Regina; Terminus. *Restaurants.*—At leading hotels; and Chateaubriand; Toulousain, Simon, Louvre et Paix, Parc-Auto. *Taxis.*—Place du Commerce; Bab Bou Jeloud (Old Town); Place de l'Industrie (New Town). *Motor Coaches.*—C.T.M. services to Oudjda, Rabat, Casablanca, Tangier, etc., daily (Avenue du Général Maurial); to Sefrou, by "Service Richard" (Rue de Savoie, New Town). *Town Services.*—Cie. des Autobus de Fez, Rue Samuel Biarnay (New Town).

*Wagons-Lits/Cook Office.*—122, Boulevard Poeymirau. *British Post Office.*—Rue Kettariin (Old Town). *Cinemas.*—Bijou Palace; Regent Cinema; Gagnardot Theatre. *British Vice-Consulate.*—Rue de la Résidence. *Railway Stations.*—Main-line station (about a mile out of New Fez) for connections to Casablanca, Tangier, etc. Narrow gauge to Taza, Oudjda, etc. (station near European town).

Founded by Muley Idris II, who left Oulili because he felt himself overshadowed by his father's fame, Fez occupies the site of a much older settlement, the existence of which has been proved by the discovery of necropoli in the neighbourhood. From its inception the city grew steadily; it was enlarged by the successors to the Idrissides, who added mosques, fortifications and public buildings. The Almoravides made Marrakech their capital, which checked slightly the growth of Fez, but in the 12th century the town was taken by the Almohades, who replaced the fortifications by a new system. The Merinides added to the city in the 13th century, building considerably and laying the foundations of a new town, which was practically completed in the 14th century.

In the 16th century (the period of the Saadian sultans) the capital was again moved to Marrakech, and Fez suffered by insurgent strife. In the 17th century Fez was made the capital by the Alouites, to be deserted again by Muley Ismail, who preferred Meknes. The city declined until Muley Abd Allah, son of Ismail, returned as sultan in 1730. The 18th and 19th centuries saw development, checked by revolution in the early years of the 20th century. The French entered in 1911, and restored order, commencing the erection of the European quarter in 1913.

*The divisions of the city are: Fez el-Bali (Old Fez), Fez Djedid (New Fez), and the European town. Properly to visit Fez, the traveller should allow several days, although most of the outstanding features can be seen in one day.*

Fez is a city of acute religious sensibilities, and visitors are recommended to take this fact into consideration, as, with the best will in the world, it is not difficult to trespass a little on territory which is held in particular reverence, such as the vicinity of the major mosques and—more especially—of the shrine of Muley Idris. Permission to visit many of the sites must be obtained, and for full particulars of restrictions in force, a visit to the Syndicat d'Initiative, Boulevard du Général Maurial (in the European town) is recommended.

**FEZ DJEDID.**—It is better to begin with Fez Djedid, which is smaller, and more easily visited. The natural centre is the *Bab Bou Jeloud*, between the old and new sections of the native city. From the Bab Bou Jeloud a thoroughfare runs past the Muhammedan college and the gardens to Fez Djedid and the Seba and Dekkakiin Gates. Note the *Seba Gate*, which is in good style and is supposed to be the tomb of a Merinide sultan.

A broad street leads from the gate to the 13th-century *Great Mosque* (entrance prohibited); note the magnificent minaret. Here two streets converge. One (that to the right) leads across the town through small souks to the

Bab Boujad, passing the 18th-century *Mosque of Muley Abd Allah*. The other (to the left), runs past the *Dar el-Makhzen* (not open to visitors), a vast estate which stretches from the street right through to the Aguedal, covering an area nearly three-quarters of a mile in depth, and containing harems, prisons, an old college dating from the beginning of the 14th century, gardens, with a lake, and a menagerie.

At the *Dar el-Makhzen* begins the main street, with the principal shops of the New Town. In this thoroughfare, note (on the left) the *White Mosque*, below which is the 14th-century *Red Mosque*, with a splendid minaret. Just off the street and facing the White Mosque is the small *El-Azhar Mosque* (reached by an alley on the right), parts of which are of 14th-century construction. Note the masonry and woodwork of the entrance. Returning to the main street, continue to the noteworthy *Semmariin Gate* and the *Mellah*, the main street of which leads to the Place du Commerce. The Mellah is a busy, congested quarter, and there are many synagogues (which may be visited; any member of the community will assist in obtaining entrance).

The shops in this street are important and, on reaching the Place du Commerce, you find other commercial houses, together with hotels and cab ranks. Turning to the left across the Place du Commerce, you come to the *Jewish Cemetery*, after inspecting which, you return to the Place du Commerce, bearing left to the *Bab Lamer*, from which you overlook the European town, the gardens and the military quarters. From this gate an avenue leads past the fringe of the *Aguedal* (part of the estate of the *Dar el-Makhzen*) and through the *Gardens of El-Khemis*, forking right and left. The left fork takes you past the *Camp de Dehar Mahres*, with barracks and drill grounds of recent construction. Looking back, you have a good view over Fez.

The right fork takes you to the *Camp de Dar Debibagh*, the site of the encampment of the French forces prior to their entrance into the town in 1911. To the right is the race-course. In the camp is an 18th-century walled *Citadel*, with a small palace and mosque; it was erected by order of Muley Abd Allah, on the site of his post at the attack on the city.

The military quarters lie on either side of the modern town, which is traversed by two streets at right angles to each other: the Boulevard du Général Poeymirau and the Avenue du Général de Maurial. At the intersection of these two thoroughfares is the Boulevard du 4<sup>me</sup> Tirailleurs, by which it is possible to return to Fez Djedid and the Bou Jeloud, thus completing the tour.

The next objective should be those points of interest which are collected around the Bab Bou Jeloud: the Kasbah Filala, Medersa Bou Ananiya, Kasbah Bou Jeloud, Dar Batha, and Dar Beida, all nearby and allowing of a simple, straightforward itinerary.

The *Kasbah Filala*, immediately on the left of the Bab Bou Jeloud, is entered through the walls by a large bastioned gate, which commands the street. The quarter, which is small, dates from the 12th century, but apart from the mosque has nothing of architectural or social interest. Continuing past the Kasbah, you pass through the 13th-century *Bab Mahroukh* for the cemeteries; on the left are two *Shrines*: those of Sidi Bou Beker el-Arabi and Abd er-Rachman el-Filali. Facing you is the *Kasbah of the Cherarda*, in front of which is a market-place much frequented by traders, conjurers, snake-charmers and entertainers of all sorts. The Kasbah of the Cherada (about  $\frac{1}{4}$  mile square) dates from the 17th century. A hospital is now established on the site.

Returning through the cemetery to the Bab Bou Jeloud, you turn into the Street of the Tala for a few yards in order to reach the Medersa Bou Ananiya. Note in passing, the *Souks*, and the *Mosque of Sidi Lezzaz*.

The MEDERSA BOU ANANIYA (visited by permission; gratuity) dates from the age of the Merinide sultans (14th century). Of especial interest are the metal-work of the door, the interior tiling, the inscriptions and the dome. The courtyard is traversed by a stream, and on either side are the rooms of the students. Permission is not given to enter the prayer chamber, but sight of it can be obtained from the door; note its splendid proportions. There is a good view from the Medersa over the city.

Adjoining the Medersa are other buildings connected with the college, notably the *Latrines* (men only allowed

to visit) and, in the Rue de l'Horloge, the 14th-century *Clock of Bou Ananiya*, consisting of thirteen bronze bowls. Formerly, one bowl was struck for each hour, and the thirteenth for the half hours, but the clock no longer works. Popular belief is that the Jews put a curse on it: certainly it has resisted all efforts at repair. Nearby is the 14th-century *Mosque of Abu el-Hassan*, with a good minaret.

Returning to the Bab Bou Jeloud, you take the street called *Ed-Douh* (on the left), passing on the right the section known as the *Kasbah Bou Jeloud*, formerly a small citadel but now featureless, save for one remaining tower. Continuing, you come to the PALACE OF DAR BATHA (on the right), a 19th-century building in two sections—one private, the other a museum—divided by splendid gardens in true Moroccan style. The *Museum*, which may be visited on demand (gratuity), contains a collection of Moroccan documents and products of native arts and crafts, together with some archaeological exhibits. Note particularly the pottery, glaze, costumes and carpets, and the Berber section. A good collection of small arms has been put on exhibition, and in the grounds ancient artillery has been arranged.

If you turn to the right at the Dar Batha, a journey of a few yards brings you to the DAR BEIDA (dating from the 19th and 20th centuries), now the *Résidence Générale* (may be visited only by permission, and at such times as the Resident-General is absent). The street known as Ed-Douh leads past houses of some architectural interest and gardens which add an unexpected charm to the scene, to the *Bab Hadid* ("Iron Gate"), from which a road leads to the Chemin de la Résidence. Here you turn to the right, crossing the gardens and passing the Dar Beida, on your way to the Bou Jeloud fort, and so back to the starting-point.

FEZ EL-BALI.—The exploration of the old city offers difficulties. The streets are tortuous, and the independent visitor will easily lose a sense of direction; if the previous itineraries have presented few obstacles, here a guide is strongly to be recommended.

From the Bab Bou Jeloud, you reach the broad Street

of the Tala by turning first to the left, passing the shops, the Medersa Bou Ananiya (p. 84), and, on the left, a 14th-century *Prison*, now a fondouk. The whole district is given over to various souks, and the journey should be taken leisurely for the sake of the interest which is in the thronged streets. Passing the 19th-century *Mosque of the Cherabliin* (with a minaret of the 14th-century) and the *Souk of the Nejjarin* (woodworkers), with its mosque, you come to the *Souk el-Attariin* (perfumiers), beyond which the district of the clothiers and vendors of materials is reached. Here you observe the *Kissaria*, an area cut off by gates after nightfall, and the *Medersa Attariin* (visit by permission; women excluded), a Merinide building (14th-century). Note the magnificent balance of the architecture, and the fine entrance.

You come next to the GREAT MOSQUE OF THE KAROUÏIN (entrance prohibited) and the Medersa Mesbahia. The Karouïin, at once mosque and university, dates in part from the 9th and 10th centuries, being enlarged by each successive dynasty. There are about 500 students attached to the colleges (medersas), and the mosque itself is built to accommodate about 15,000 worshippers. The architecture is striking, if not distinguished; from the minaret a special fraternity of Muezzins chant the prayers at half-hourly intervals throughout the night.

Facing the mosque is the 14th-century *Medersa Mesbahia*, built by the Merinide Abu el-Hassan. Making a tour around the mosque, keeping it always on your right, you note the interesting streets and souks and come to the 13th-century *Medersa es-Seffariin*, facing the square of the same name. Completing the circuit of the Karouïin, you pass the *Medersa Cherratiin*, built by the Alouite sultan, Muley Rechid, in the 17th century.

Here, turning to the left, you take the street opposite to the SHRINE OF MULEY IDRIS, the religious centre of the city. The *Mosque*, rigorously closed to non-Moslems, is held sacred. The remotest suggestion of desire to enter is resented, but some idea of the architecture can be obtained from a slight distance. The building dates from the time of Muley Ismail, who built it to shelter the remains of the saint, whose tomb, rich in the offerings of pilgrims, is gaily, if crudely, decorated. The immediate vicinity is inviolate,



a real city of refuge. Fugitives who succeed in reaching its protection may not be molested. In the walls, note the opening through which the pilgrims make their offerings.

Returning to the Karouiin, and keeping it on your left, retrace part of the journey toward the Medersa Seffariin, which you keep on your right. Turning down the street leading from it, you come to the Bein el-Moudun bridge, across the river which flows through the town, and continue straight down to the *Mosque of the Andalous*, dating in part from the 9th century; additions were made by succeeding dynasties. Note the principal entrance, with its fine decoration. Behind the mosque is a small college (the *Sebbaiin Medersa*), and along the street to the right is the 14th-century *Sahrij Medersa*, in good style.

Taking the street directly facing the Medersa, you can reach the *Fetouh Gate* by crossing the Cemetery of Bab Fetouh. Then, by turning right and skirting the walls, you come to the Bab Djedid, from which a road leads to the Bab Hadid. Hence the Rue Ed-Douh brings you back to the Bab Bou Jeloud.

From the Sahrij Medersa, which you should keep on your right, follow the broad street as it curves past the Moorish Baths to the R'sif bridge. After crossing the river, you turn to the right and continue to a street on the left, where a sharp turn brings you to the 18th-century *R'sif Mosque*. Note particularly the fountain and minaret, with good tiling. Keeping the mosque on your left, you continue, after a sharp bend, to a wide cross-street, finally emerging at the *House of Adiel (Dar Adiel)*, now occupied by the Service des Arts Indigènes, which may be visited. This is a good example of 18th-century domestic architecture. The street winds to the *Mosque of Sidi Ahmed ech-Chawi* (on the left), where it again turns, passing the modern *Dar Mejless* (on the right), which displays good mosaics and is occupied by a council for native administration. A little further on is the *Siaj Mosque*.

If desired, a return may be made from this point to the Bab Bou Jeloud by bearing left and taking the Rue Akibt es-Seba and the Rue Sidi el-Khiat. You pass the noteworthy *House of Tazi (Dar Tazi)*, on the right; formerly a private residence, it is now the office of the local administration. On the left is the Bureau of Native Affairs. The street emerges finally into the Rue Ed-Douh, where you turn to the right and, passing the *Cercle Militaire*, come to the Bab Bou Jeloud.

Turning to the right at the Sij Mosque, you follow the street Derb es-Safi to the Sikkak el-Hadjer, passing *en route* the *Mosque of Sidi Ahmed Ben Naser* (on the left). From the second street, the Sikkak el-Hadjer, you turn to the left and, after proceeding a few yards, you pass the *Dar Menebhi* (on the right), once occupied by the French Resident-General; note commemorative plaque. Continuing, you come to the *Mosque of Abu el-Hassan* (on the left) and so emerge near the Bab Bou Jeloud once more.

From the Bab Bou Jeloud to the Bab Guissa and the Dar Djamai is a journey that can be comfortably made by skirting the walls of the town through fine avenues of trees. First, from the Bab Bou Jeloud, follow the walls of the Kasbah Filala to the Bab Mahroukh (p. 84), at which point a footpath to the right leads to the Bab Guissa (see below).

If it is preferred, refuse this path, and continue straight forward, passing the Kasbah of the Cherarda (p. 84), on the left, till you come to a road, where you turn to the right. This road offers good views of the valley, and on the right is a modern fortification (the *North Bastion*), succeeded immediately on the left by lime kilns. A path, to the right, beyond the lime kilns, leads to the tombs of the Merinide sultans (see below).

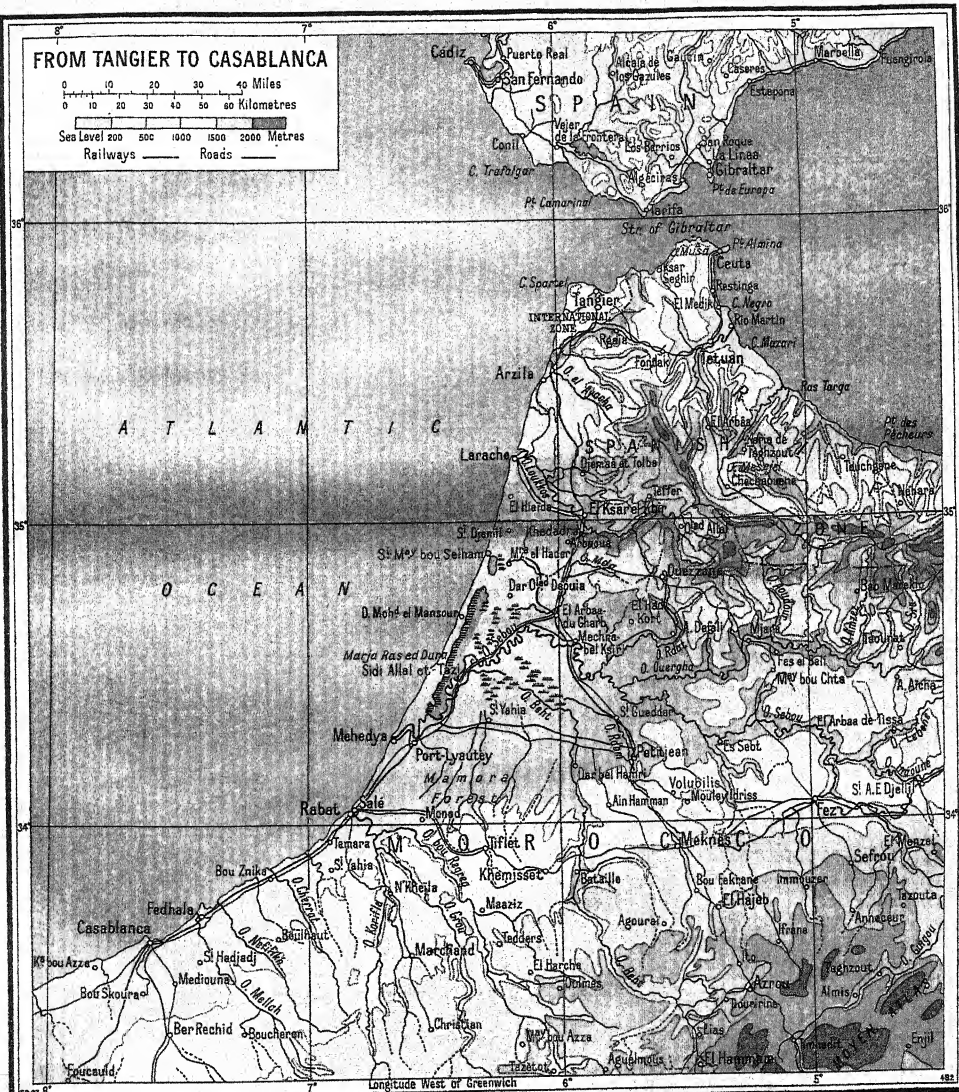
The footpath is crossed, on its reaching the cemetery, by another road and, before entering the city, you turn to the left. At a short distance you will come to the 14th-century *Tombs of the Merinide Sultans*, now restored, and to a modern *Fortress*. From this point, return to the *Bab Guissa* (dating from the 13th century, but restored). This should be noted, in particular the outer arch, which is in its original state. Passing through the gate, you come to the *Mosque and Medersa of Bab Guissa*, a *Muhammedan Cemetery (Sidi M'Zali)* and the *Hôtel Dar Jamaï*, formerly the residence of the caliph of the sultan Abd vl-Aziz. There is a magnificent view from the hotel. Hence, take the main thoroughfare of the Fondouk el-Ihudi to the Tala, by which you regain the point from which the tour commenced, the Bab Bou Jeloud.

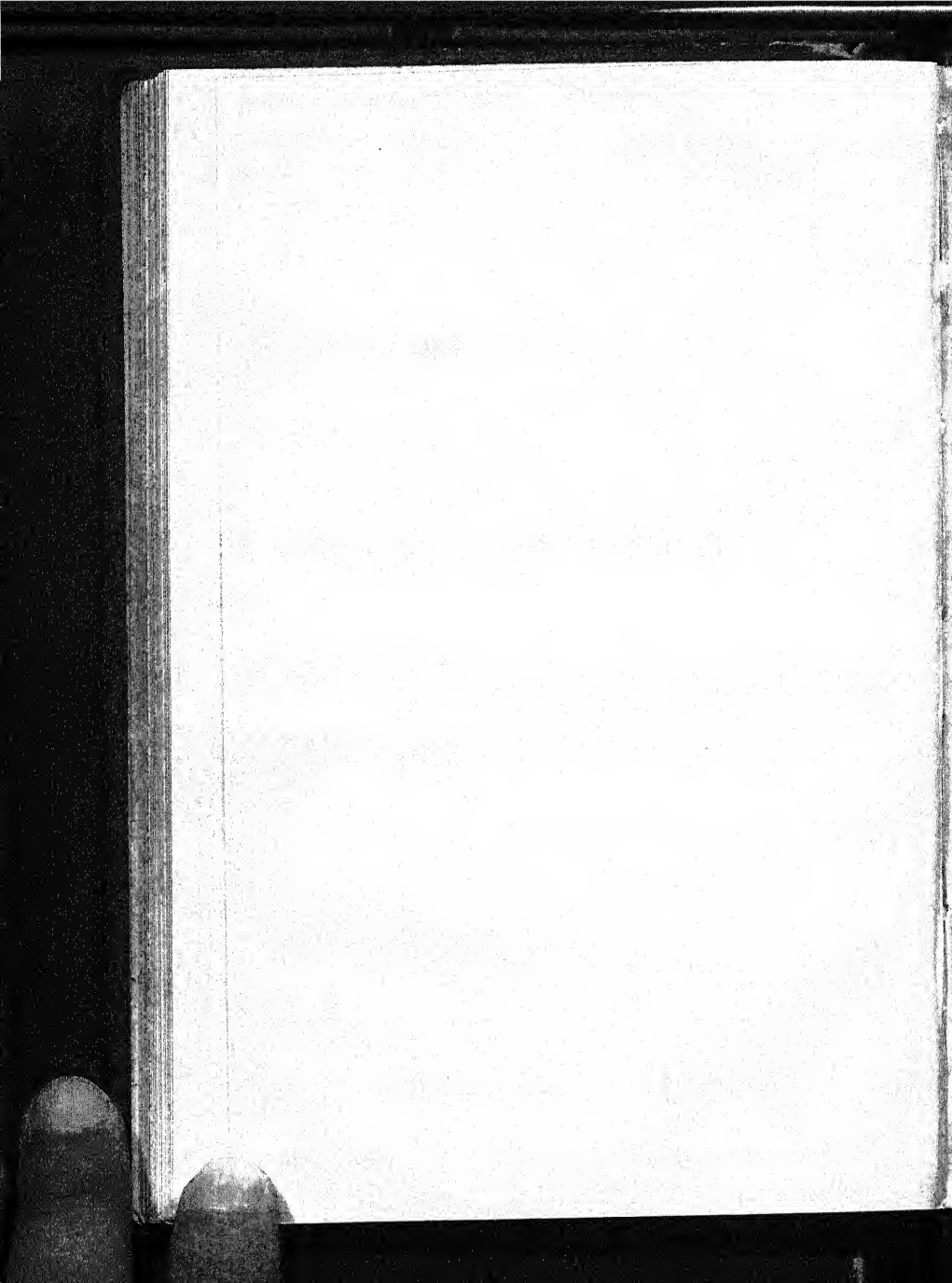
FEZ TO SIDI AHMED EL-BERNUSSI.—You leave Fez by the Bab Segma (near the Kasbah of the Cherarda). After passing through

# FROM TANGIER TO CASABLANCA

0 10 20 30 40 Miles  
0 10 20 30 40 50 Kilometres

Sea Level 200 500 1000 1500 2000 Metres  
Railways ——— Roads ———





cultivated areas the road rises steadily, commanding good views of Fez, and goes by olive orchards to the *Sanctuary of Sidi Ahmed el-Bernussi* (10 miles north of Fez). The present shrine, surrounded by ancient trees, dates from the 19th century. Annually in the month of May an important religious festival is held here, the marabout being regarded as the protector of the city.

### FEZ (OR MEKNES) TO MIDELT, BOU DENIB AND COLOMB-BÉCHAR

This journey is made by road, crossing the plains to the Atlas mountains.

From Fez you follow Highway No. 20, through delightful, well-wooded country to Sefrou (20 miles).

SEFROU (Hotel) is a native town (population about 7500) of attractive appearance, lying under the Middle Atlas and gleaming white in its surrounding trees. Sefrou was originally a Jewish settlement, but its people accepted Muhammedanism under pressure exercised by Muley Idris. The old fort and the ramparts which separate the old from the new town are worth noting.

Leaving Sefrou, you pass through rich woodlands, to Annoceur, where the road branches to the right to join Highway No. 21 (from Meknes) at Azrou (see below).

From Meknes, you take Highway No. 21 by way of *El-Hadjeb*, a small military post with a 19th-century citadel built by Muley Hassan, to Azrou (42 miles).

AZROU (Hôtel de l'Atlas) is a military post attractively situated in wooded country on the slopes of the Middle Atlas. The population (2000) is principally Berber. There is a small walled citadel with towers, built by Muley Ismail in the 17th century; within is the mosque.

From Azrou a pleasant excursion can be made to the *Forest of Ras el-Ma*, and to *Mount Hebbri*, which commands a magnificent view.

Beyond Azrou the road across the mountains is of military significance, Azrou being an important post maintained for the supervision of a confederation of tribes once given to surprises but now amenable and peaceful. The road



passes through the mixed forests of the lower slopes, and, in the higher altitudes, through thick cedar woods of great beauty, later dropping again to *Timhadit* (62 miles from Meknes), a military post (with fort) on the gorge of the river Guigu. The road then rises again to the *Col du Zad* (82 miles), where the scenery is impressive, beyond which it descends to the valley of the Moulouya and so, by way of *Itzer* (90 miles), a military post, to Midelt (118 miles).

MIDELT (small hotel, de l'Atlas) consists of a military station, built in 1917, and a small settlement which is beginning to attract an increasing number of travellers. In the vicinity are mineral deposits (notably of lead and of iron), which are being worked. Behind Midelt stands the snow-clad peak of *Mount Ayachi*; the region is rich in magnificent forests, while the gorges of the river offer scenes of outstanding interest.

Scattered over the land are native kasbahs, or citadels, recalling a not long distant period when the tribes were mutually antagonistic. Now closely supervised by the French, the district is usually quiet. The most attractive of these strongholds is the *Kasbah des Noyers*, which stands a little above Midelt in a grove of walnut-trees.

Leaving Midelt, the military road crosses the Atlas range to *Talghemt* (138 miles), descending thence to *Rich* (158 miles), a small native village and French military post, and continuing to Ksar es-Souk (202 miles).

KSAR ES-SOUK lies in a well-watered region, and comprises a number of independent plantations spread along the river Ziz. French occupation dates from 1916. The district is steadily growing in popularity among travellers; there are splendid gardens, olive and palm groves, orchards and fig plantations, rivalling any to be found in the country, while the native villages are of distinct character and attraction. Considerable trade is done in oil, grass mats and pottery.

At Ksar es-Souk the track for Bou Denib strikes across country by way of *Rahmet Allah*, an old stronghold (210 miles), and *Hassi Bou Bernous* (224 miles).

The principal road continues southward for 50 miles to *Erfoud*, a purely military post controlling the Tafilalet district, whose principal native centre is found at TIGHMART (some 13 miles south of Erfoud), a fortified town built by Muley Hassan. Its high, crenellated and bastioned walls are imposing. Throughout the



Tafilalet are small settlements, now pacified, which are of considerable charm.

BOU DENIB (254 miles) makes a useful centre for the exploration of the Guir valley, and is open to tourists (Hotel). The population of the settlement is about 2000 of whom 300 are Europeans. Standing on the banks of the river Guir, it is an oasis of considerable charm. A large French military post has been established, and a European quarter grows steadily on the fringe of the old native settlement. The older section of mud-built houses is divided into the *Mellah* and the *Medina*, overlooked by a high *Citadel* standing on the bank of the Guir and commanding the plantation. The palm groves take the usual form of desert cultivation, and low mud walls protect the various allotments. There is an unexpected profusion of brilliant colouring in the gardens.

From Bou Denib the track continues across the desert by way of *Belibilia* (275 miles), a lonely desert fort of the Foreign Legion, to *Bou Anan* (289 miles), a characteristic little oasis which is growing into a small, not unbeautiful town, dominated by a military post on the one hill of the region.

Beyond Bou Anan the way is through rock desert for some fifty miles to the Algerian frontier, where a well-kept road is joined, leading to *Colomb-Béchar* (p. 172).

The road (forking to the left at Bou Anan) to *Figuig* (p. 171; 414 miles from Fez, 160 miles from Bou Denib) is good, crossing the plain of Tamlelt by way of *Ain Char*, *Mengoub* and *Tannzara*.

## FEZ (OR MEKNES) TO MARRAKECH

You go by road, first to Azrou (p. 89), where you join Highway No. 24 to travel southward across a plateau and along the foothills of the Middle Atlas to Khenifra (114 miles).

KHENIFRA (*Hôtel de l'Atlas*), the capital of the Zaian, a Berber confederation which formerly had a bitter and cruel reputation, is a town of about 3000 people, including 200 Europeans. It is encircled by hills and (until the French occupation) maintained a certain independence during the whole of the country's history, comparable to

that of the Riff and of Kabylia. It is now a peaceful town of no particular interest, save for a long street of modest shops ; but at some distance, on the left bank of the river Oum er-Rebia, is an ancient *Citadel*, once the stronghold of Moha Ou Hammu, a caïd who pillaged caravans making their way between Meknes and Marrakech. Seizing his opportunity during the period of rebellion, he proclaimed a holy war against the French, which he waged with some success until his death in 1921, the date of ultimate occupation by French troops. This kasbah, enclosed by fortified walls, is fully suggestive of the ferocity of the past. [Native woodwork and carpets can be obtained in the town at very reasonable prices.]

For some fifty miles the road continues along the foothills of the Atlas mountains, coming to *Kasbah Tadla* (169 miles ; p. 57) and *Beni Mellal* (189 miles ; p. 58). At Beni Mellal the road leaves the mountains, crossing the plain to *El-Kelaa* (260 miles), the former capital of the Seraghna, but now nothing more than a small agricultural town in pleasant surroundings. From El-Kelaa the road continues directly to Marrakech (315 miles ; p. 58).

An alternative route from Beni Mellal is by a good road along the Atlas range to *Azizal* (233 miles), a French military post first opened in 1916, and thence directly to Marrakech (333 miles).

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### FEZ TO TAZA

[*By Rail* (108 miles).—The narrow-gauge railway is not recommended, as the journey, difficult and uncomfortable, occupies more than 24 hours. [The narrow gauge, however, is rapidly being replaced by standard gauge track, which will provide direct communication with the Algerian system, and with the main system of Morocco (for Casablanca, Tangier, etc.).]

[*By Road* (77 miles).—In three hours by motor coach (C.T.M.) services, twice daily.

Highway No. 15 leaves Fez el-Bali (Old Fez) by the Fetouh Gate, following the valley of the Sebou to the plateau of *Aïn Sbit* (16 miles), a military post, and continuing to *Sidi Abd el-Djellil* (38 miles), where there is a military aerodrome. At Sidi Abdallah (54 miles) care must be taken on account of hairpin bends. [Buffet at railway station.] Taza, reached from Sidi Abdallah

through picturesque country, is about a mile away from the through road.

**Taza**, a town of 12,500 inhabitants (of whom 3100 are Europeans), is one of the oldest cities of Morocco, standing in the natural corridor of migratory peoples. Built on a rocky eminence, the town befits its history: it is, in appearance, a Berber settlement, with little to welcome or to charm.

*Hotels.*—Transatlantique; Aubert; Excelsior; de France; des Voyageurs; William Tell. *Cinema.*—Majestic. *Railway.*—Narrow gauge to Fez and Guercif. *Motor Coach Services.*—Daily (C.T.M.) to Fez, Casablanca, etc., and to Oudjda, connecting with Algerian railway system.

The early importance of Taza, sister city of Meknes, was due to the break in the tribe of the Meknassa. Taza has figured in most of the warfare of the country, rising and falling in importance with successive dynasties until the end of the 13th century, when the Merinide Sultan, Abu Takub, made it a capital city, reinforcing its defences and adding to its buildings. Schools were established by Muley Ismail in the 18th century, and the same ruler strengthened the citadel.

In the 19th century Muley Abd er-Rachman and Muley Hassan used the city as a pivotal point, and in 1902 the pretender, Bu Amara, proclaimed himself Sultan in opposition to Muley Abd el-Aziz, whose punitive expedition did its work completely; the town was severely damaged, and a large part of the population deserted the city permanently. The French entered in 1914.

*An hour or two will serve for a visit to Taza, whose sole interest lies in the old town.*

Starting from the Hôtel Transatlantique, you cross by the Avenue de France an area thick with olive-trees to the walls of the old town. Entering by the Bab Djemaa, from which a street runs directly across the town, you come to the *Mosque of the Andalous*, and to a 14th-century *College* (now a secular school), which may be visited. There is some good stonework in the interior, but the building is not imposing. Continue now to the Cemetery Gate (Bab Guebouir), near to which you note the small *Citadel*. Passing through the gate you turn to the left outside the walls to the *Camp Lacroix*, close to which are caves with stalactites, discovered in 1916.

You continue around the walls, passing the Bab Djemaa, to the Bab er-Rouah, through which you pass.

Near the gate is the GREAT MOSQUE (entrance prohibited) dating from the 12th century; note the minaret, which is of stone. There are ruins of an earlier building nearby. Facing the mosque is the *Medersa*, and in the streets adjoining are the souks. Returning to the Bab er-Rouah you observe the ruins of the *Dar el-Makhzen* and, turning to the left and following the walls (which afford excellent views), you come to the *Saracen Tower* and to the Tit Gate, from which a road runs to the Bab Guebours, completing the circuit of the town.

### TAZA TO GUERCIF AND OUDJDA

*By Rail.*—Guercif—44 miles in 4 hours (narrow gauge). Oudjda—141 miles (broad gauge from Guercif). The journey from Guercif is made in 3½ hours by express train, but no convenient connections can be made with Taza trains.

*By Road.*—Motor coach services twice daily (C.T.M.). Taza-Guercif, 40 miles in 1½ hours; Taza-Oudjda, 140 miles in 6 hours.

The main road follows the railway closely along the whole of the journey. You traverse hilly country, passing the post of *Redjem Zahaza* (13 miles), and MSOUN (18 miles), a French military post and railway station. Msoun was occupied by the French in 1913, and the military post is adjacent to an old kasbah, dating from the time of Muley Ismail and now occupied by the native population.

The road continues through more hilly country by way of *El-Guettat* (24 miles) and *Safsafat* (30 miles), whence it follows the valley of the Melloulou to Guercif (41 miles).

GUERCIF (Hotels: de la Rive Gauche; des Voyageurs), a small agricultural town of about 2200 inhabitants (800 Europeans) is situated at the junction of the Melloulou with the main stream of the Moulouya. French occupation dates from 1913. There is little of note in the village, save the *Kasbah*, originally built in the 14th century and reconstructed in the 18th century.

GUERCIF TO MIDEIT. —[By narrow gauge railway (through motor-train); 180 miles in 10 hours. Stations: Guercif, Mahiridja, Outat el-Hadj, Missouri, K'sabi, Boua Sidi, Mideit.] *Mahiridja* (28 miles), is a small agricultural town on the fringe of forestal land. After leaving Mahiridja, the line runs through the forest past the military post of *Aïn Guettara*. Later it reaches rocky country, succeeded

by a territory thick with olive groves, palm and fig plantations, which in turn gives way to an arid stretch.

*Outat el-Hadj* (89 miles), is a military post and small European village on the river Moulouya. In the neighbourhood are small native villages, cultivating olives, figs and pomegranates. The line runs alongside the river Moulouya to *Missour* (119 miles), a collection of small settlements with a total population of about 2000 natives. The principal feature of the district is its immense olive grove. *Ksabi* (154 miles), standing in the valley of the Moulouya, is a series of separate small settlements in an area of 9 square miles of rich cultivation on the banks of the river. Immense gardens and plantations are to be seen. Here the river is left, and the line rises steadily to *Midelt* (180 miles; p. 90).

Beyond Guercif the scenery is uninteresting and the land barren in places until, at the approach to Taourirt (71 miles), the country improves, becoming undulating and well wooded.

TAOURIRT, surrounded by hills and in the heart of a flourishing plantation, overlooks the valley of the Za, one of the cockpits of Morocco. It is a small village of about 2500 inhabitants (500 Europeans). Its fortifications date in part to the 14th century. The present town owes much to the French occupation and is increasingly prosperous.

From Taourirt the road passes by way of the military posts of *Mestigneur* and *Bérard* to EL-AIOUN SIDI MELLOUK (96 miles), a little town of 1000 inhabitants. The small native quarter is housed in the citadel, surrounded by bastioned walls built by Muley Ismail. Garrisoned in 1876 by Muley Hassan to protect the road, El-Aioun was taken in 1904 by insurgents, who maintained their hold for some years. The French entered in 1910.

Beyond El-Aioun the country is bare and rugged, as far as the vicinity of Oudjda, to which the route descends through the Angad plain, a prairie cultivated for grain and, in the springtime, strikingly carpeted with wild flowers.

**Oudjda**, with nearly 30,000 inhabitants (of whom half are Europeans), is in the main a European city, possessing wide avenues and streets, tree-lined and thronged by a very cosmopolitan people.

*Hotels.*—Terminus; Transatlantique; Simon; Colonial; Maroc; de la Poste; des Etrangers; Central; d'Alger; de l'Oasis; d'Isly;

Royal. *Restaurants*.—Central; de la Bourse; Sicsic; Roca. *Cinemas*.—Casino; Eden. *Taxis*.—Rank in Avenue de la République. *Railways*.—P.-L.-M. (for Algeria) and Moroccan system, Avenue de la Gare. *Motor Coaches*.—Services of C.T.M. twice daily for Taza, Fez, Meknes, Casablanca, etc. Société des Autobus Oranais for Tlemcen, etc.

Oudjda was founded towards the end of the 10th century by Ziri ibn Atia. For nearly a hundred years it remained the capital of the Zenetes; in the 12th and 13th centuries the Almohades and Almoravides fortified it against the menace of invasion from the east. During the war between the Merinides and the rulers of Tlemcen, Oudjda withstood heavy attacks and siege, but suffered considerably, and was destroyed in 1271 by the Merinide Abu Yakub. His son Abu Yusuf restored the city twenty-five years later, repairing the fortifications and adding mosques, baths, a palace and a citadel.

In the Saadian period, possession of the city alternated between the sultans and the Algerian Turks, whose efforts to capture the city did not relax until the 18th century. The French forces entered the city temporarily in 1844 and in 1859, the final occupation taking place in 1907.

*What there is of interest can be seen in an hour or two.*

The town is permanently thronged by travellers from and to the Spanish Zone, Algeria, and the southern deserts, and the life of the streets is interesting. The modern town, which is intersected by streets almost devoid of curves, running parallel or at right angles to each other, has grown up on all sides of the small medina.

From the railway station (which is also the terminus of the motor coach services), take the Avenue de la Gare to the *Shrine of Sidi Toumi*, where you turn to the right along the Marnia road, passing the municipal buildings and the tobacco factory and reaching the corner of the Medina. On the right is a market hall. Passing a small Jewish cemetery on the left you come to a street on the left—the Rue de Marnia—which cuts the native town. At this corner used to be the Bab Khemis. Turn into the street, which leads to the modern *Mosque of Sidi Okba* and the water market, where the allocation of water is made for irrigation purposes. Passing the mosque, you continue to the end of the street, where you turn to the right for the souks, the *Great Mosque* (with a good minaret), the *Kasbah*, and the *Dar el-Makhzen* and gardens. Leaving the Medina by the Bab Sidi Aissa, you turn to the left around the walls, walking along the boulevard until you



come to the *Bab Sidi Abd el-Ouhab*, within which is a market. From this gate, following the boulevard, you come again to the Marnia road, having made the tour of the Medina.

From the Gate of Sidi Abd el-Ouhab, a short excursion (about 3 miles) can be made to Sidi Yahia, through pleasant gardens and orchards. *Sidi Yahia* is actually a large plantation, in which are several tombs, none of which can be identified as that of the saint of Oudjda (Sidi Yahia Ben Iounes).

OUDJDA TO BERGUENT AND FIGUIG.—[A new *Railway* (approaching completion) goes southward from Oudjda through the plain of Tamlelt by way of Berguent (50 miles) and Ain Tendirara (125 miles) to Bou Arfa (163 miles), from which point Figuig is reached by a good road (238 miles).

*Road*.—At present the whole journey can be made by road (Motor coach twice weekly).]

BERGUENT (Hôtel du Commerce), an oasis of 1000 people, principally natives, is in well-watered country in the district of the now pacified tribe of Beni Mathar. Scattered over the country are old and now disused fortress-like refuges, small citadels which formerly served for the protection of life and stock from raiders.

*Ain Tendirara* is merely a small settlement around a few wells, in a barren region. *Bou Arfa* is a mining town which has sprung up during the exploitation of the lead mines in the adjacent hills. From Bou Arfa the desert road passes by *El-Beghil* and *Hassi Abou el-Akahat* to *Figuig* (p. 171).

## OUDJDA TO MELILLA AND THE SPANISH ZONE

An excellent road runs by way of BERKANE (38 miles ; Hotel : Bonneville), a modern town of some 3250 inhabitants (1700 Europeans), built around a military post. It is in a prosperous agricultural area, watered by the river Berkane. From Berkane the road proceeds to the Spanish frontier (53 miles), where passports are examined, and to Zelouan (83 miles), whence you may continue either by road or narrow gauge railway.

ZELOUAN is a small agricultural town of 800 to 900 people. The citadel, attributed to Muley Ismail, was a stronghold of Abd er-Rachman in 1859, during the war with Spain. It was finally occupied by Spanish forces in 1909. Beyond Zelouan the road follows the coast to Melilla (118 miles).

**Melilla**, in the Spanish Zone, is a free port with 60,000 inhabitants. The harbour, which exists chiefly for the handling of the rich ores mined in the hills, has been completely re-equipped; there are good quay and dock facilities, and depth at the side is now 27 feet. The town is modern, and offers little attraction to the traveller.

*Hotels*.—Reina Victoria; Marina; Reina Cristina; Santiago; La Rosa. *Theatres and Cinemas*.—Reina Victoria; Alphonse XII; Imperial; Merino; Español.

*Rusaddir*, on whose site Melilla stands, was a Phœnician post; but there are evidences of an earlier occupation. In 927 Melilla was captured and fortified by Abd er-Rachman, and remained under Moorish rule until the beginning of the 16th century, when it passed to Spain, in whose hands it has remained, though not unchallenged. The Riffians lay siege to the town in 1525, and the Moors attacked in 1687. Muhammed Ben Abd Allah brought a force of 80,000 men against the town in 1774. In the last years of the 19th century a considerable attack was made by the Sultan Muley Hassan, which necessitated the expedition of 20,000 Spanish troops to the city.

In 1909, the possession and exploitation of the rich mines of the neighbourhood precipitated a new uprising, and 50,000 Spanish troops were landed, the resulting campaign extending Spanish authority. Abd el-Krim, by a sudden revolt in 1921, almost succeeded in forcing the Spanish contingent back on Melilla, causing casualties estimated at 25,000, and was able to continue his rebellion until 1926 when, with the co-operation of the French, it was brought to an end.

The European and native towns are quite separate. The new section, which lies around the harbour, is well planned, with broad, tree-lined avenues, agreeable public gardens and modern houses. The *European Town* is divided by the Hernández Park, and the two districts may be toured by means of the broad avenues which lead from it.

There are no buildings of importance or interest to occasion a halt, and if you follow the principal streets—Alfonso XII, General Chancel and General Margallo—an hour's walk will suffice to give a full impression of the place, which is entirely commercial. The city spreads inland towards the mines and, if you take the road to *Souk el-Had* (3 miles), the industrial quarter may be seen. Or, by following the coast on the Nador road, you come

to the important works of the mining concession, where decisive actions in the uprising of 1909 took place.

The *Old Town*, behind defending walls, stands high above the new town, to the north and overlooking the sea. From the central square of the medina—small and crowded, with narrow streets—the citadel can be reached; it is of no great interest. The souks, ranging from the central square along the surrounding streets, are very poor and lack novelty.

The most interesting excursion to make is the tour of the *Fortifications*, which are connected by a road open to traffic and stretch in a circle of some six miles around the city. Entrance to the forts is not allowed, but the views to be obtained are good.

The *Cap des Trois-Fourches* (15 miles) is reached by a good road passing Rostrogordo, Taourirt, and Tajelma. There is a lighthouse and a good view.

The *Valley of the River Oro*.—A drive of a few miles along the river is to be recommended.

*Nador* (7 miles) may be reached by train (narrow gauge) or by motor car (which may be hired at moderate rates). Situated on the coast it is a small town of about 3000 inhabitants; it is not far from the mines and faces a sheltered lagoon. There is a small fishing-port (sardines and shellfish).

# ALGERIA

## GENERAL INTRODUCTION

ALGERIA (French *L'Algérie*) is bounded on the north by the Mediterranean, on the west by Morocco and on the east by Tunisia, and extends southward into the Sahara. Its Mediterranean coast is approximately 600 miles long. The Atlas mountains continue from Morocco throughout its entire length, and the principal rivers of the country are: the Chelif, which rises in the Sahara and flows south of the Ouarsenis mountains to the sea at Mostaganem, a course of about 400 miles; the Isser, east of Algiers; the Tafna, the Macta, the Oued el-Kebir and the Seybouse.

The natural divisions of the country are the Tell, a strip of cultivated land between the sea and the mountains, of varying depth and well watered; the High Plateaux lying between the Tell and the Sahara, principally uncultivated plains between mountain ranges; the Sahara, a vast desert of more than 125,000,000 acres.

The country is divided into the Northern and the Southern Territories, of which the Northern is divided into three departments: Algiers, Oran and Constantine. The Southern Territories are governed by a separate administration. The civil Governor General is the central administrative officer, and all legislation for the country is by the French Chambers or Presidential decree. Each department is represented in the French Chambers by one senator and two deputies.

**Races.**—The total population is approximately 6,000,000, of which 1,000,000 are Europeans. The races of Algeria are broadly divided into Arabs, Moors, Kabyles (Berbers), Turks, Koulouglis (a mixture of Turk and Arab), Jews and Negroes. Of European races represented, the most numerous are French, Spaniards, Italians and Maltese, in that order.

The Arabs of the Plain are nomadic, living in tents or earth-huts, and derive from the invasions of the 7th and

8th centuries. The Berbers, a short, stocky, fair race, mainly inhabit the hilly districts. The Moors confine themselves as a rule to the towns and cities, as do the Jews, who are almost exclusively commercial in occupation.

Of the secondary divisions the Negroes are mainly Sudanese, descendants of the slaves formerly imported, and are to be found throughout the country.

The Mozabites occupy a colony of seven towns in the stony desert about 125 miles south of Laghouat, where they were driven by persecution in the 11th century. It is possible that they may be of Berber origin. They are an industrious race, and many of the men leave the colony for long periods to engage in commerce along the coast, but invariably they return to their own district.

**Flora.**—Date palms are found throughout the oases of the Sahara, and considerable numbers are also to be seen at Biskra, El-Kantara, Laghouat, and in the newly created plantations between Biskra and Touggourt, where French engineers have sunk deep artesian wells for irrigation purposes.

In addition, india-rubber trees and bamboos thrive after acclimatisation. The mulberry tree, the *ricinus* (castor-oil plant) and the eucalyptus have also been introduced. Forests of cork oak, gum oak, and sweet acorn oak are numerous, and in the higher ranges are forests of cedar. Olive trees are extensively cultivated both in Algeria and Tunisia; cypress, ash and pine are also plentiful.

Like the rest of North Africa, Algeria is rich in luxuriant flowering plants; iris, narcissus, wild hyacinths, violets, roses, cyclamen, carnations, geraniums, lilies, jasmine and bougainvillæa bloom throughout the winter, coming to magnificent profusion in the spring. On the High Plateaux is a great quantity of natural esparto grass.

**Fauna.**—Most domesticated animals are to be found, but do not flourish so well as in Europe: cows and sheep are small; the native beef and mutton leave much to be desired, although Algeria and Morocco was the home of the Merino sheep, which take their name from the Merinide rulers of Morocco. Vast flocks are raised on the High Plateaux.

Goats are numerous, goat's milk being commonly used by the people. Horses are good, and asses are much

employed by the native population. The camel is an invaluable animal, and large herds are raised. Camel's milk is wholesome, and the Arabs make cheese from it; the flesh also is edible, but only old animals are slaughtered. There is some wild game—boar, gazelle and panther in the Atlas mountains and moufflon in the Aurès mountains.

**Natural Resources.**—Algeria possesses valuable deposits of iron, copper, lead, zinc and manganese; excellent marble and onyx, as well as building stone, are quarried.

### HISTORICAL SKETCH

The territory of Algeria includes the several divisions of ancient Numidia. It also includes part of the Mauretanian kingdoms of Bocchus and of Juba.

It was conquered successively by the Romans, the Vandals, the Byzantines, and in the eighth century by the Arabs, who established Islam. After the defeat of the Moors in Spain, Ferdinand sent an expedition to Africa under Cardinal Ximenes and Don Pedro Navarro in 1509, and conquered Oran, Marsa el-Kebir and Boujeiah.

Algeria has little history of its own making, and the most important part of its story begins with the rule of the Turks. The Moors of Algiers, having appealed to the Turks for aid against the Spanish invaders, the Barbarossa brothers, Turkish pirates of Christian descent, defeated Spain and claimed possession of Algiers for themselves. Kheir-ed-din, one of the brothers, became Pasha, or Regent, in 1519, following a successful attack on Tunisia at the command of the Turkish Sultan Suleyman. Kheir-ed-din, raised to the rank of Grand Admiral, made Algiers the most feared piratical port of his time, equipping and organising a fleet of corsairs which levied tribute from the shipping of the Mediterranean.

His principal centres were Tunis and Algiers, and it was at Tunis in 1535 that he was defeated by a mixed force of 30,000 troops and 500 vessels. The expedition was drawn from almost every country of Europe, comprising Spanish, German, Italian, Maltese and Portuguese troops, under the leadership of Charles V, who captured Tunis, Bizerta and Bona.



Muhammed Hassan followed Kheir-ed-din at Algiers on the latter's death at Constantinople, and continued piracy and war with Spain; these resulted in a further expedition by Charles V, who sailed, in October 1541, with a force of nearly 30,000 men and 140 ships against Algiers, forcing a landing on the coast. Weather, however, defeated him, and the Moors with a much smaller force succeeded in driving the invaders from the country.

Nearly every European country, in turn, made attempts to subdue the pirates during the 17th and 18th centuries, but it was not until the 19th century was well advanced that notable progress was made. In 1815 the United States attacked, and in 1816 Lord Exmouth, with a mixed squadron of British and Dutch ships, bombarded the city and destroyed the forts, bringing about a temporary peace. In 1827 the last Dey, Hussein, struck the French Consul with his fan, and in 1830 a French expeditionary force, commanded by General Bourmont and Admiral Duperré, landed at Sidi Ferruch, took Algiers, forced the resignation of the Dey, and confiscated the fleet and the treasury where, it is said, they found more than £2,000,000 in precious metals and stores.

France thus obtained her entry into the country, but the pacification of the hinterland was a long and difficult process. Turkish rule was but nominal outside the coastal area; the Berbers and other independent tribes had never submitted entirely, nor did they now accept the new régime. Consequently a state of war existed for almost twenty years, during which time a formidable opponent arose in Abd el-Kader, the Bey of Mascara, who resisted until 1847, when he was defeated by General Lamoricière. The conquest of Algeria could then reasonably be regarded as complete, although tribal insurrection continued. During the Franco-Prussian war a general insurrection took place following the withdrawal of troops for service in Europe, and at the close of that war most of the work of pacification had to be recommenced, lasting until the end of August 1871.

In 1876 and 1879 revolts occurred, led by El-Hamri and Muhammed ibn Abdullah, and in 1881 a more serious rising, led by Bu Amama, involved the whole region of Géryville. A considerable number of Europeans were massacred

and the revolt was only put down after General Négrier, with a large force, had driven the rebels to Gouraya. The M'zab, south of Laghouat, was occupied in 1882, and by 1900 French troops were in possession of the Sahara as far as Insalah, later moving south to the Hoggar and basing their forces on Tamenrasset.

### PRACTICAL INFORMATION

**Season.**—The climate is healthy and, north of the Atlas, temperate; Algeria is to be recommended as a resort to those suffering from tuberculosis in its early stages, or from Bright's disease, asthma, or cardiac disorders. South of the Atlas the early months of winter are very agreeable, but the summer is extremely hot. In the coastal regions the hot season does not begin until the end of June. In general, from October to the end of April is the best period for a visit to Algeria, although heavy rains occur from time to time during January and February. During December, January and February sunset brings a sharp change in temperature, and some additional clothing should be worn after about four o'clock in the afternoon.

**Time.**—Greenwich Time, expressed in accordance with the 24-hour system, is observed throughout Algeria. There is no "summer time."

**Routes.**—Algeria is accessible from Great Britain (a) by direct steamer or (b) overland via Marseilles and other ports. Most of the services given below are augmented on occasion, particularly during the summer months.

(a) *From Southampton to Algiers* by Nederland Royal Mail Line (normally every 3 weeks) in 4 days.

(b) *Via Marseilles.*—There are several services between Marseilles and Algiers. Steamers of the Compagnie Générale Transatlantique (French Line) leave four times a week and are due at Algiers in 25 hours.

Every Tuesday there is a departure by the Compagnie de Navigation Mixte, the passage to Algiers taking 27½ hours. A second service operated by this company, leaving every Friday evening, includes a call at Palma, Majorca, and is due at Algiers on the Sunday morning.

Transports Maritimes steamers leave on Wednesdays (passage, 27 hours) and Saturdays (passage, via Barcelona, 38 hours).

Several other Algerian ports are served by steamers sailing from Marseilles, including those of the Compagnie Générale Transatlantique, leaving every Saturday at 16.00 for Oran, which is reached on the following Monday at 6.00. Another service operated by this line is that leaving Marseilles every Monday at 12.00 and arriving at Philippeville on Tuesday at 15.00 and Bona on Wednesday at 17.00. There are two Transports Maritimes services weekly to Oran, reached in 37 hours. This line also maintains a regular service from Marseilles to Bona (reached in 37 hours) and Philippeville (whither the steamer proceeds the next day). A similar service is operated by the Compagnie de Navigation Mixte, the steamer in this case crossing to Bona in 28 hours and arriving at Philippeville a day later.

Bougie is served weekly by Transports Maritimes steamer calling here 22 hours after arriving at Algiers.

*Via Port-Vendres.*—Port-Vendres, near Perpignan and 24-27 hours' journey from London, is the port of departure of two steamship lines to Algeria, the Compagnie de Navigation Mixte maintaining a bi-weekly service to Algiers (22 hours) and a weekly service to Oran (31 hours). There are services of through trains from Paris, Bordeaux and Geneva to Port-Vendres (Quay).

*Via Genoa.*—Passengers may utilise the Nederland Royal Mail Line departures (normally every 3 weeks) from Genoa, accessible from London in 24 hours; Algiers is reached in 38 hours.

*Via Spanish Ports.*—Transports Maritimes steamers leaving Marseilles on Saturdays call at *Barcelona* weekly on their way to Algiers (reached in 22 hours) and Bougie, where the vessel arrives 22 hours later. This line also maintains weekly services from *Alicante*—accessible from London in 45½ hours via Paris and Madrid—to Oran (weekly; 10 hours) and Algiers (fortnightly; 13 hours).

*For approach from Morocco via Oudjda, see pp. 94 and 156.*

**Hotels.**—The hotels throughout the country are well managed and moderate in price, particularly in the larger towns. In some of the very small towns the standard is

not so high as in European towns of similar standing ; but it steadily improves.

**Restaurants.**—It is only in the large towns, such as Algiers and Oran, that good restaurants are to be found outside the hotels. Among national specialities are certain native dishes composed of mutton and, of course, the well-known Algerian wines.

**Expenses.**—Excluding travelling expenses, 100 fr. *per diem* should meet the needs of those who do not desire to patronise the "de luxe" hotels.

**Travel Agents.**—There are Wagons-Lits/Cook Offices at *Algiers* (61, Rue d'Isly ; also—winter only—280, Rue Michelet), *Constantine* (Place de la Gare), and *Oran* (Hôtel Continental, Boulevard Seguin).

**Passports.**—British subjects require no visa. Visitors intending to remain longer than two months must apply to the local police station or town hall for an Identity Card.

**Baggage and Customs.**—Passengers on Algerian railways have a free baggage allowance of 30 kilog. (66 lbs.) ; children travelling at half-fare may take 20 kilog. (44 lbs.) only. Excess baggage is charged for at the rate of 1 fr. 75 c. per tonne (1000 kilog. or 2205 lbs.) per kilometre for 40 kilog. or less, and 1 fr. 48 c. per tonne per kilometre for more than 40 kilog.

On motor services the free allowance is 10 kilog. or 22 lbs. (20 kilog. on some routes) ; passengers travelling at reduced fares are allowed 5 kilog. only. Heavy luggage can in many cases be despatched by rail.

As a rule, Algerian Customs formalities cause the traveller little trouble or expense. The following are dutiable—tea, coffee, sugar, salt, meat, candles, silver goods, cigars, tobacco, spirits, beer, matches, playing cards, dried fruits, furniture, soap ; also saddles (new or old), bicycles, tents, arms and ammunition. For camping furniture (tents, saddles, arms, etc.), permission for temporary admission can be obtained on payment of a nominal amount (refunded on the owner's departure from Algeria if the stay does not exceed six months). (See also p. 23, under *Morocco*.)

**Equipment.**—Ordinary clothes, including evening dress, are suitable for large towns such as Algiers or Oran. For travelling up-country or for shooting excursions comfort-

able riding-breeches, shooting-coats with plenty of pockets to button up, strong boots, gaiters or puttees, strong socks, warm underclothing, a good waterproof and a pair of goggles to protect the eyes against the sand, should be taken. European tents and materials for camping can be bought or hired in Algiers. Very light clothing is required for wear during the summer months.

**Money.**—The monetary system is that of France, but there is special Algerian currency. The traveller should remember that as Bank of Algeria notes are accepted at a discount in France it is desirable to exchange them for Bank of France notes before departure; exchange rates in London and elsewhere follow that of Paris.

**Communications.**—**RAILWAYS.**—All the railways, totalling 3100 miles of track, are state-owned, but part of the system, including the lines from Algiers to Oran and Oudjda (for Morocco) and to Djelfa, has been leased to the Paris, Lyons and Mediterranean Railway and is known as the *P.-L.-M. Algérien*. Restaurant and sleeping cars are attached to the leading expresses. There are numerous light railways, particularly in the neighbourhood of Algiers.

Fares are based on a rate of 45 c. per kilometre, first class, or 30 c., second class. Return tickets are issued at a reduction and, if for a round trip of 400 or more kilometres, entitle the holder to certain breaks of journey, either free or on payment of a small supplement. Special facilities are granted on public holidays.

**MOTOR-COACH SERVICES.**—Algeria is well served by a comprehensive system of motor-services, which link all the important centres. The rates are approximately 30 c. per kilometre for first-class travel, which is recommended; on many of the services three classes are accommodated in one coach. The vehicles, including those used in the interior, are well equipped and are constantly being improved.

**Motoring.**—The regulations in force concerning the entry of visitors' motor-cars into Algeria are similar to those obtaining in France. Failing the production of a Triptyque or of International Driving Permit and International Certificate for Motor Vehicles (for particulars see p. 27, under *Morocco*), the amount of the duty (minimum,

45 per cent. *ad valorem*) must be deposited, to be reclaimed on departure within twelve months.

The rule of the road is to keep to the right and overtake on the left. There is no general speed limit, but local restrictions are applied in certain districts. Excellent cars may be hired in all the important towns.

The highways of Algeria, totalling some 6000 miles and extending from the coast to the Sahara, are uniformly good. Some isolated sections of the country, however, are served by tracks not always practicable for motor vehicles, and in the rainy season even the main roads deteriorate, being rendered at times impassable by flood and storm. This is particularly the case in Kabylia, in the district south of Algiers, and on the lower stretches of roads lying in the neighbourhood of old water-courses.

Maps suitable for the motorist are issued by the *Service Géographique de l'Armée* and by the *Service Cartographique du Gouvernement Général de l'Algérie*.

**Postal Information.**—Algeria has its own stamps. The following are rates likely to be of interest to the traveller:

*Letters.*

Inland, France and Colonies .	up to 20 grms.	Fr. 0.50
	from 20 to 50 grms.	„ 0.75
	from 50 to 100 grms.	„ 1.00
	plus Fr. 0.40 for every additional 100 grms. or fraction	
Foreign . . . . .	up to 20 grms.	Fr. 1.50
	plus Fr. 0.90 for every additional 20 grms. or fraction	

*Post Cards.*

Inland, France and Colonies . . . . .	Fr. 0.40
Foreign . . . . .	„ 0.90

*Air Mail.*

Inland, France and Colonies	} Letters not exceeding 10 grms. plus Fr. 1.00 for every additional 10 grms. or fraction	Fr. 1.50
Foreign . . . . .		Fr. 3.25
	Letters not exceeding 10 grms. plus Fr. 1.00 for every additional 10 grms. or fraction	



## ALGIERS

[See Plan, facing p. 116]

Algiers (Arabic, *El-Djezair*—"The Islands"), the ancient *Icosium*, and the capital city of Algeria, is well situated on the hills overlooking the sea. Approached by water it is one of the most beautiful of Mediterranean ports. The population of Algiers (with suburbs) is about 226,000, of whom 132,000 are French, 62,000 natives (including 2000 non-French subjects), and 32,000 other Europeans.

It is the principal coaling station in the Mediterranean, after Port Said, and has accommodation in the old port amounting to 216 acres, with 84 acres in the *arrière-port*. The North Jetty is 2896 feet in length and the South Jetty 3936 feet. The entrance is 560 feet wide and 72 feet deep, and the depth in the port is 28½ feet. Sheltered from all winds, the harbour is still being improved, and another 345 acres (the Charles-Quint basin of 197 acres and the Hamma basin of 148 acres) will be added, in addition to the 284 acres of the outer harbour created by the extension of the North Jetty and a North-east Jetty.

*Imports*: coal, metals and manufactured goods. *Exports*: wine, cereals, ores, phosphates, sheep and fruit. For the handling of iron ore there is an electric loader, moving 1800 tons *per diem*.

*Hotels*.—*In the Town*: Aletti; Albert; des Etrangers; l'Oasis; de la Régence; des Cournailles; Regina. *At Mustapha Supérieur*: St-Georges; Semiramis; Olivage. *At Mustapha (Télémy)*: Oriental. *Restaurants*.—Numerous—in Rue Michelet, Place de la République, Rue Sadi-Carnot, Rue de Constantine, etc., and at leading hotels. *Cafés*.—On all boulevards, in Place de la République, Place du Gouvernement, Rue Michelet, etc.

*Taxis*.—Ranks at various points (Place du Gouvernement, Place de la République, harbour, etc.), and to be hailed in the streets. *Trams*.—Place de la République; stopping-places in the streets. Services to Colonne Voirol, Hôpital du Dey, Mustapha Supérieur, El-Biar, St-Eugène, Jardin d'Essai, etc. *Inter-urban Steam Trams*.—To Maison-Carrée, Rovigo, Coléa, Castiglione, Aïn Taya, etc. (from Place du Gouvernement). *Motor Coaches*.—Independent services are operated throughout the surrounding country and start from various parts of the town.

*Wagons-Lits/Cook Offices*.—61, Rue d'Isly; 280, Rue Michelet, Mustapha Supérieur (winter only). *Post Offices*.—Boulevard Bugeaud (Poste Restante); Boulevard de France; Rue de Strasbourg; Palace d'Été, Mustapha Supérieur; 63, Rue Michelet, Mustapha Inférieur. *Theatres*.—Opéra, Place de la République;

Nouveau Théâtre, Place Bab-el-Oued ; Alhambra, 35, Rue d'Isly. *Lawn Tennis, Golf and Boating* may be enjoyed. *Cinemas*.—Numerous. *Public Baths*.—25, Rue Richelieu ; Rue Cadet-de-Vaux ; 36, Rue Bab-el-Oued ; 6, Rue Arago ; 7, Rue du Soudan. *Sea Bathing*.—Mustapha Inférieur. *British Consulate*.—6, Boulevard Carnot. *U.S. Consulate*.—1, Rue Jean-Rameau.

*Railway Stations*.—Quai Sud (P.L.M. and Etat). Also Gare de l'Agha, Agha Inférieur (Etat). *Excursions*.—During the season (Dec./April) the following motor excursions are organised (usually several times weekly) by the Wagons-Lits/Cook World Travel Service:—Morning drive in city ; afternoon drive in suburbs ; whole-day drive to Blida, Chiffa and Ruisseau des Singes ; whole-day drive to Tipaza and Tombeau de la Chrétienne.

Algiers, originally a Berber settlement, was a post of the Carthaginians. The Roman *Icosium*, it owes its present name to the corruption of the Arabic, *El-Djezair Beni Mezrana*, the title given to the new city raised by Yusuf Zeri in the 10th century. In the 16th century the Spanish built and held the fort on the island (the Peñon) ; but in 1529 it was taken by Kheir ed-Din, who then joined the island to the mainland by the jetty, creating a harbour for the pirates, who continued their ravages, despite repeated attacks and checks, until 1830.

For the convenience of the traveller Algiers may be divided into three principal sections : the port, the old town and the new town.

Three main thoroughfares, almost parallel with the sea front, traverse the new town, and the visitor will be sure of his location in every part of the city if he remembers that a wide boulevard starts from the northern end of the port and runs south. It begins as the Boulevard de France, leading to the Place du Gouvernement, continues as the Boulevard de la République, and ends as the Boulevard Carnot. This artery follows the harbour front, and for most of its length is a tramway route.

Behind it, farther into the town, are two others. Running south from the Place du Gouvernement is the Rue Bab-Azoun, which forks at the Place de la République, the left-hand arm becoming the Rue de Constantine and the Boulevard Bugeaud, and in time leading to the Post Office. The right-hand arm becomes the Rue Dumont-d'Urville and the Rue d'Isly, also leading to the Post Office.

Should a sense of location be lost by the visitor when in the native town, the best thing he can do is to go down-

hill and bear right, when a main artery will be reached, bringing him to the European town.

The *Place du Gouvernement* is a convenient centre from which to make a systematic tour of the various points of interest. In the square is a bronze statue of the Duke of Orléans, by Marochetti, cast from cannon captured in the conquest of Algiers. [Band concerts are given in the square on Thursday and Saturday afternoons during the winter.]

The MOSQUE ED-DJEDID, or *Mosquée de la Pêcherie*, dating from 1660, almost dominates the square. It is a cruciform building, with a large central cupola and four smaller ones. The entrance is in the Rue de la Marine. The interior is severe, with the exception of a handsome marble pulpit. A rare copy of the Koran, given to the mosque by the Sultan of Turkey in the 18th century, can be seen on request. A square tower, 100 feet in height, is embellished with an illuminated clock.

Just off the Rue de la Marine, in the Place de la Pêcherie is the site of the old Slave Market. Following the Rue de la Marine, you see on the right the GREAT MOSQUE (*Djama el-Kebir*), the oldest in the city, dating from the 10th and 11th centuries (although the minaret was not completed until 1323). The mosque, which covers an area of more than 2000 square yards, has an imposing prayer-chamber. The interior is a large, rectangular hall, arcaded and pillared and divided into smaller courts. The mosque is devoted to the Malekites, a sect peculiar to North Africa. The exterior, with a frontage of galieried arcades supported by marble columns, is remarkable. In the middle of the gallery a larger arcade discloses a fountain of black marble.

In the *Chamber of Commerce* (Boulevard de France, nearby) is a museum of local industries. The Rue de la Marine leads directly to the Port, one of the most interesting sections of the city. Before descending to the old works, you should walk along the Rue Amiral-Pierre, where there are some excellent examples of the Moorish house.

The PORT itself, large enough to accommodate the whole French Mediterranean fleet, is sheltered by moles which

protect practically the whole of its length. The *Inner Harbour*, constructed by Christian slaves for Kheir ed-Din in 1518, is sheltered by the *Peñon* and the remains of an old Spanish fortress, on which in 1544 Hassan Pasha erected the lighthouse. Above the entrance are the Spanish arms.

The *Admiralty* building, now restored, is of Turkish construction, dating from 1826. There is a fine ceiling, which should be noted, as should also the *Porte des Lions*, a 17th-century structure of the finest workmanship. Two fountains on the quay, dating from the end of the 18th century, are also noteworthy.

From the extreme end of the *Peñon* there is an excellent view of the city.

Again starting from the Place du Gouvernement, you note the *Hôtel de la Régence*, the first French building in Algiers. The Rue du Divan conducts to the CATHEDRAL OF ST PHILIP, built soon after the French occupation (1845-60) on the site of the Ketchaoua Mosque. An imposing flight of steps leads to the front entrance and its magnificent arcaded doorway, crowned by two high towers. The interior is a large, arched hall, supported by marble pillars. Some devices of the Koran, in gold letters on a black ground, can be seen round the cupola of the high altar.

In the *Chapel* on the right-hand side on entering is the white marble tomb containing the bones of St Geronimo.

St Geronimo, a Christian Arab, rather than renounce his faith accepted martyrdom in 1569. The form of his martyrdom was not uncommon in the country. He was buried alive in a block of mortar. The fort in which he was martyred was demolished in 1853, and among the ruins his skeleton was found. The bones were collected and removed to the Cathedral. An impression was taken from the mould in which they had lain, and the cast may be seen in the Museum at Mustapha Supérieur (p. 117).

Also in the Cathedral is the silver statue of the Archangel Michael, brought from the church of Notre-Dame d'Afrique, and presented by the Union of Neapolitan Fishermen.

Adjoining the Cathedral is the *Winter Palace of the Governor-General* (open to members of public on presenta-

tion of card). This is an 18th-century Moorish palace, and its chief interest lies in some splendid decorations in the native style.

Here also is the *Archbishop's Palace*, another building of native architecture, with a fine arcaded courtyard. Note particularly the woodwork and faience. Reputed to have belonged at one time to Kheir ed-Din, it became the palace of the Sultan's daughter, and was part of the Dey's palace (open daily; gratuity).

In the Rue de l'Etat-Major (nearby) is the NATIONAL LIBRARY, once the residence of Mustapha Pasha, and built by the Dey in 1798. It is probably the finest example of a Moorish palace still remaining in Algiers. The tiling is particularly beautiful, and there is a unique mahogany balustrade. The library contains some 50,000 books and manuscripts.

Two other buildings which should be seen are No. 1, Rue de l'Intendance and No. 9, Rue Soggemah, both fine examples of native architecture. The Rue du Divan leads to the Rue de la Lyre; at the junction of that street with the Rue Randon is an interesting market. Backing on to it is the *Théâtre Municipal (Opéra)*, on the opposite side of the street, with a frontage on the Place de la République and its garden. During the winter season an admirable programme of entertainment, well varied, is offered.

Following the Rue Randon to the north, you come upon some interesting parts of Old Algiers, and reach the *Synagogue*, not of extreme interest. The street to the left of the synagogue rises into a picturesque quarter, to join the Rue Kléber, giving access to the *Tomb of Sidi-ech-Cherif* (d. 1541), one of the sacred places of Old Algiers, and the *Djama-Safir*. This mosque was founded by Safir ben Abd Allah in 1534 and reconstructed in 1791 by Baba Hassan. The roof is supported by six antique marble columns. Close by is a characteristic and interesting *Moorish Café*, one of the survivals of the town, owing its preservation to a local committee—the Comité du Vieil Alger.

In the Rue N'Fissa is a tiny cemetery, called officially the *Cemetery of Ben Ali* (whose tomb is there), but better known as the Cemetery of the Two Princesses. It is one

of the quietest and strangest sanctuaries in the town, terraced and with gaunt aloes and gnarled olives growing among the tombs. Here lie Fatma and N'Fissa, two princesses, sisters, who loved the same man, but, being prevented by their faith from entering the same harem, died by their own hands together.

It is perhaps advisable now to retrace your steps to the Rue Randon, continuing north to the junction of the Rue Marengo and the Rue de la Kasbah, where—turning to the left up the Rue de la Kasbah—you note the *Mosque of Sidi Ramadan*, in the street of that name. This mosque, which is very diminutive, appertains to the Berbers, and antedates the Turkish period. It is the next to the Great Mosque in age.

The KASBAH itself is an old Turkish citadel, dating from the beginning of the 16th century. Its armament varied from 50 to 200 guns, and in 1817 it became the residence of the Deys of Algiers. [Permission to visit must be obtained from the office of the Etat-Major, Rampe de l'Amirauté.] Palace-fortress, it served as the offices of the administration and Courts of Justice. In it were State Prisons, and nearby stood the Dey's harem.

Surrounded by gardens and encircled by a massive wall, it commanded the city; but, since the French occupation, a road has been cut through the old gardens—without, however, doing any serious damage—and the Kasbah itself is used for barracks, care having been taken to preserve many of the original features.

The outer walls, 7 feet thick, have repulsed severe attacks, and their strength is not diminished. Within the courtyard stands the pavilion where the act took place which precipitated the French occupation of Algeria. In 1827, in a moment of ill-humour, the Dey struck the French Consul with his fan, or it may have been the horsehair whisk he used for flies, and in consequence three years later occurred the beginning of the French attack which lost him his kingdom. The Kasbah was taken by Maréchal de Bourmont in 1830.

Inside the building, especial note should be taken of the State rooms and courtyards, with fine marble columns and arched galleries. The *Throne Room* has remarkable decorations; here also is the chain from which the severed heads of Christian and other captives were suspended.

Near the Kasbah is the *Civil Prison*, surrounded by eucalyptus trees, and behind it is the Muhammedan



*Cemetery of El-Kettar*, overlooking the valley of the Oued Skahkna. Returning from the Kasbah by the Boulevard Valée, you come, at the junction of this thoroughfare with the Rue de la Kasbah, to the *Church of the Holy Cross* (once a mosque), with a good portico, formerly the entrance to the Turkish tribunal. At the foot of the Boulevard Valée is the *Medersa*, a modern but gracious building in true Moorish style.

Beside it is the MOSQUE OF SIDI ABD ER-RACHMAN, surrounded by tombs and dominated by a minaret. Whatever else may be missed in Algiers, this should be seen. Dating from 1696, it is one of the most picturesque buildings in the city. [It is open to visitors on Sundays, Mondays and Tuesdays, from 8 to 12 and 2 to 3 (gratuity to the custodian).] The mosque is beautifully situated among century-old cypress trees and is the last resting-place of Sidi Abd er-Rachman (b. 1387, d. at Algiers 1471). Here also is buried the last Bey of Constantine, who was taken prisoner by the French in 1837.

The tomb of Sidi Abd er-Rachman is heavily decorated with flags and tiles and rich materials, the offerings of the faithful. Here in this mosque the great figures of the Moslem faith in Algeria are buried: it is almost the "Abbey" of the country. The minaret is impressive, with its alternating bands of tiling and columns.

The *Jardin Marengo*, behind the mosque, is an attractive small park. The *Native Town*, full of interesting streets, is quite safely visited during the daytime, but usually it is better for the traveller to be accompanied by a guide, and in the evenings, if visits are made at all, they should be made in company.

From the *Medersa* (see above), the Rue Bab-el-Oued leads south again to the French town. Note the *Church of Notre-Dame des Victoires*, which stands at the junction of the Rue Bab-el-Oued and Rue de la Kasbah. The church, formerly a mosque, dates from the 17th century and has a fine cupola. The Rue Bab-el-Oued is a business street leading back to the Place du Gouvernement.

Of principal interest in the *French Town* are the Rue de Constantine, a fine modern thoroughfare, in which the impressive *Law Courts* are situated, the Rue d'Isly and the Rue Bab-Azoun.

The Rue d'Isly is a commercial street, chiefly patronised by English residents, it being the main road to Mustapha Supérieur, the headquarters of the British colony in Algiers. The Rue Bab-Azoun is the Bond Street of Algiers.

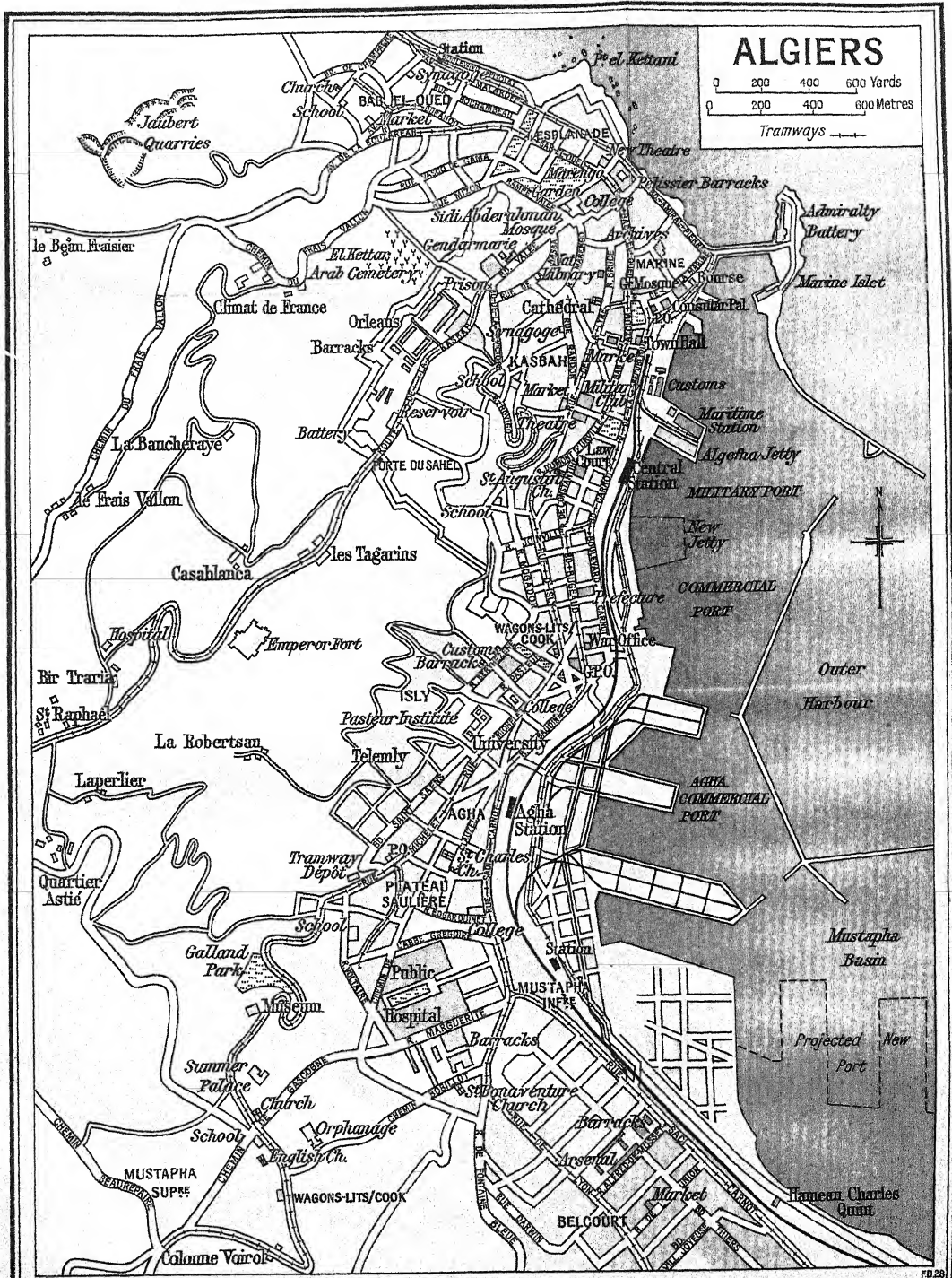
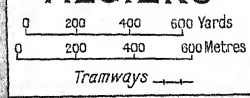
*Other Churches.*—That of the Holy Trinity (English) is in the Rue Michelet. Foundation-stone laid by Princess Henry of Battenberg in March 1909. Sunday services at 10.30 a.m. and 3 p.m. The site of the former English church in the Rue d'Isly is now occupied by the new Post Office at the corner of the Rue de Constantine. The Scotch Presbyterian Church of St Andrew, erected by the late Sir Peter Coats at Mustapha Supérieur, is also in the Rue Michelet. Sunday services at 10.30 a.m. It was left by Sir Peter Coats to the Scotch community of Mustapha.

The Church of St Augustin, Rue de Constantine, was built in 1878, in the Romanesque style; it is situated opposite the Law Courts. The three large halls in the interior are supported by magnificent white marble pillars, monoliths of 17 feet. The French Protestant Church, Rue de Chartres, the Jesuit Church, Rue des Consuls, and the Jewish Synagogue, Place Randon, complete the list of religious buildings of importance in Algiers.

*Schools, Colleges, Etc.*—There are in Algiers four superior schools, constituting the University, in the Rue Michelet, viz.: Ecole de Droit, law school, with fifteen professors; Ecole des Lettres, school of letters, with twenty-two professors; Ecole de Médecine, school of medicine, with twenty professors, and Ecole des Sciences, school of science, with eleven professors. The Zoological Institution, situated near the Admiralty, is a branch of the Ecole des Lettres, and is liberally equipped for the use of students.

*Other Public Buildings.*—There are in Algiers four large barracks for quartering the troops, which consist of a section of almost every corps in the army. A whole regiment of Zouaves (the 1st) is located in the barracks of Tagarins, at the Kasbah. The Engineers are lodged on the Place Bab-el-Oued, in the Caserne du Génie. The Intendance, Gendarmerie and Artillery have likewise very spacious buildings used for their quarters, most of these buildings having served for the same purpose under the Turks. The Douaniers possess very handsome barracks in the Rue de Constantine, and the Cavalry (5th Chasseurs d'Afrique) is quartered entirely at

Diagram illustrating the conversion of 600 yards to 600 metres. The top scale shows 0, 200, 400, and 600 Yards. The bottom scale shows 0, 200, 400, and 600 Metres. A bracket below the scales is labeled "Tramways".





Mustapha Inférieur. There is an Arsenal at Mustapha, admission to which is very seldom granted.

The Hôpital du Dey, or Military Hospital, stands in the Faubourg Bab-el-Oued, outside the city. It was the former residence of the last Dey of Algiers. Permission to visit it is very easily obtained from the local authorities.

The Hôpital Civil is situated at Mustapha Inférieur, and contains over 1000 beds. Patients are well cared for by French physicians or surgeons, and by Sisters of Charity.

*Markets.*—The Central Market is in the Rue de la Lyre, where meat, game, fruit and flowers are to be bought. There is another market in the Place de Chartres, for flowers, fruit and vegetables (mornings), and hosiery and fancy goods (afternoons).

The Fish Market is held in the arches underneath the Boulevard de la République, near the Mosque Ed-Djedid and the Place du Gouvernement.

The *Bureau Central Météorologique*, or Observatory, is at Bouzaréa.

The *Palais Consulaire*, or Chambre de Commerce, is a stately building situated on the Boulevard de France at the branch Post and Telegraph Office, corner of the Place du Gouvernement. It contains a library, the Tribunal Consulaire or County Courts, and is the central resort of the Board of Trade. It is also called the Bourse, as stock transactions are carried on there.

*Cemeteries.*—The cemeteries of Algiers are situated at St-Eugène. They consist of the Catholic, the Protestant, and the Jewish Cemeteries. The English Cemetery is a part of the Commune Cemetery of Mustapha Supérieur at Fontaine-Bleue, near the Boulevard Bru. It is very carefully tended by the English community of Algiers. There are also two Arab Cemeteries, one near the Civil Prison at the Kasbah, and the other at Mustapha (Rue de Lyon). On Friday the native cemeteries are open only to women.

## NEIGHBOURHOOD OF ALGIERS

MUSTAPHA SUPÉRIEUR.—[Trams from Place de la République to Boulevard Bru and Colonne Voirol.] The way is by the Rue Michelet, and passes the *University*, the *Galland Park*, a charming public garden, and the *Museum of Art and Antiquities*, which contains a fair number of important specimens, including Moroccan and Berber products, and a wide range of Roman antiquities, including the Venus of Chercell, a Neptune and a Bacchus.

Nearby is the BARDO, a splendid Moorish mansion which now houses a museum, containing principally exhibits of native life and manners, ranging from scenes of domestic life in the towns to the civilisations of the Sahara, including a fairly exhaustive collection of Tuareg arms and

industries (gratuity). The gardens of the Bardo and the various courts and chambers are extremely interesting.

The *Governor-General's Summer Palace* is also near, and can be visited. It is a house of modern Moorish style, and possesses a fine garden. Opposite is a statue of Marshal MacMahon, Governor of Algeria, 1865-70.

Mustapha Supérieur is the finest suburb of Algiers, and stands on the Sahel hills, about 600 feet above sea-level. Some of the best hotels of the town are to be found here. The tramway runs past the *Bois de Boulogne* (about 60 acres in extent), with good views and pleasant walks (golf course nearby), and on to the terminus at the *Colonne Voirol* (named after a former Governor), offering one of the best views of Algiers and its surroundings. Less than a mile to the south of the Column is the Raquette Club (lawn tennis).

Within a mile or two of the Colonne Voirol are many places of interest. El-Biar (p. 119), is less than a mile to the north. Ben Aknoun is 2 miles to the west. Birmandreïs lies 1 mile southward (*see below*).

**BIRMANDREÏS AND BIRKADEM.**—You start from the Place du Gouvernement. [Electric trams every 15 minutes for the Ruisseau, and every 30 minutes for Kouba.] If on foot, you pass through the Rue Bab-Azoun, Place de la République, Rue de Constantine, Champ de Manœuvres, and Jardin d'Essai, and follow the road to Hussein-Dey to Le Ruisseau. There you leave the main road and take the Chemin de la Femme Sauvage, which cuts the main road at right angles. This leads direct to the Ravine of the Femme Sauvage, from which point you may drive (auto-bus from Algiers twice daily) to *Birkadem* ("Well of the Slave"), about 7 miles from Algiers, where there is a military prison in the fort above the village, and a female orphan asylum on the road leading to *Kouba* (8 miles). Here a Seminary or ecclesiastical college may be visited. The building, situated in extensive grounds, is remarkable for its immense dome. In the village of Kouba is a statue of General Margueritte, by Albert Lefevre.

The road follows up from the Ravine to Birmandreïs and thence to the Colonne Voirol. *Birmandreïs* is a little



village 5 miles from Algiers. Leaving the village square and turning at right angles, you see, opposite the kilometric post No. 7800, the road to the marabout of Sadi Yahia (one of the most charming drives of the region). Or from Birmandreïs a road leads to the south-west via Vieux-Kouba to Kouba (about 2 miles ; whence electric tram to the Place du Gouvernement).

EL-BIAR.—[Tramcars every half-hour from the Place du Gouvernement. The route is by the Rue de la Lyre and Rue Rovigo, winding up to the Sahel Gate and following the Route d'El-Biar.] This excursion takes you near to the *Fort l'Empereur*, built in 1545 by Hussein Dey on a hill called by the Turks *Koudiat es-Saboon* ("Soap Hill"), near to the place where Charles V had encamped a few years earlier. On the 4th July 1830, during the French attack, the Turks made an effort to destroy the fort, but succeeded only in blowing up the powder-magazine, contained in a small tower. The fort, used by General Bourmont as his headquarters, is now a prison. A shaft, about 160 feet high, stands at the entrance as a memorial to the fallen soldiers of the African force.

*El-Biar* (The Wells) is a picturesque little village forming, in part, a British colony. There are some splendid villas, schools and convents, situated in ideal surroundings. The *Villa Olivier*, a fine Moorish mansion, stands at the entrance to the village, and just on the border of the village is the house where the capitulation of Algiers was confirmed in 1830. The villa bears a plaque recounting its history.

[El-Biar can also be reached from Mustapha Supérieur by a picturesque lane which starts at the back of the Hôtel Continental (Chemin Romain), on the Chemin des Aqueducs.]

Returning from El-Biar, you may take another walk (rather long, but worth the trouble) by way of the valley of the Oued Mkacel (Le Frais Vallon ; see below).

BOUZARÉA.—A pleasant drive can be taken to Bouzaréa, through the Kasbah and the Sahel Gate of Algiers. You pass the site of the *Fort de l'Etoile*, built in 1568 by Mustapha, a Sicilian renegade, under the reign of Muhammed Ben Sala Reia, and blown up by gunpowder through the jealousy of one of the wives of the Agha commanding the fort. The road then circles the Fort l'Empereur

and reaches El-Biar (p. 119). [A lane leads from El-Biar to Birmandreïs (p. 118), where it joins the main road near the Colonne Voirol. About half-way up this lane, a narrow pathway takes you to a charming little spot, where an Arab café, called the Café d'Hydra, is found nestling under a wide-spreading fig-tree. The lane is public, but not accessible to carriages.]

Continuing through El-Biar, the drive ends at *Bouzaréa*, a favourite suburban resort of about 2000 inhabitants. It is a composite village, with two sections, native and European. From the European cemetery (half a mile away) there is a magnificent view of mountains, valley, coast and sea. The native village is very picturesque, and contains the characteristic little *Mosque of Sidi Nouman*, together with Koubbas.

The best route for the return is by way of the Observatory (with an excellent view) to the Hospice des Vieillards and through the Vallée des Consuls to Algiers.

*Algiers to Dely Ibrahim and Douéra.*—[Electric trams to El-Biar from the Place du Gouvernement, with omnibus connection to Dely Ibrahim, and to Douéra. Or motor coach from Algiers in 2 hours.] The road passes through El-Biar, Ben-Aknoun, and *Dely Ibrahim* (7 miles from Algiers), with 1800 inhabitants. This village was founded in 1832, with a nucleus of 416 Alsatians, who formed the two centres of Dely Ibrahim and Kouba.

*Douéra* (in Arabic, the "small house"), with about 4000 inhabitants, is a pretty little agricultural town, surrounded by a wall. Its principal street is shaded with stately trees. It is very animated and busy, and contains all the principal establishments—a church, hospitals, the old military camp and barracks, and several steam mills of a certain importance.

*Algiers to St-Eugène (Deux Moulins), Pointe Pescade, Cap Caxine, Guyotville.*—[Electric tramcars start from the Place du Gouvernement every ten minutes for St-Eugène (Deux Moulins), thence steam car to Pointe Pescade, Bains Romains, Cap Caxine, Guyotville, etc. Three trains daily to Guyotville from Rue Wäisse and Place du Gouvernement stations, Algiers; other trains from La Pêcherie.]

The route is by the suburb of Bab-el-Oued and along the sea front, past the Fort des Anglais and the European

and Jewish cemeteries to *St-Eugène* (Deux Moulins), a large suburb of 4800 inhabitants, with numerous villas and small houses, chiefly inhabited by Jews, Spaniards, Maltese and French people. Continuing parallel to the sea for nearly 2 miles, you reach the *Pointe Pescade*, where a beautiful old Moorish fort, built in 1671, and restored later, projects into the sea on a reef of rocks. Fish dinners can be obtained at a restaurant here. The Bains Romains (with restaurant), so called, are about 600 yards to the south, but the Roman bath has disappeared, owing to the railway operations on the line to Coléa.

*Cap Caxine*, about  $7\frac{1}{2}$  miles from Algiers, has a lighthouse of the first order with a revolving light, visible 20 miles. A road near the village leads to the forest of Bainem, planted with eucalyptus, acacia, cork-oak, casuarina, Aleppo pine, and other trees by the Department of Woods and Forests. Several hundred acres have been thus planted.

*Guyotville*, about  $9\frac{1}{4}$  miles from Algiers, is a well-laid-out village of 3500 inhabitants, in a very productive district, much frequented by Algerians. The village is named after Comte Guyot, who was Minister of the Interior from 1840 to 1846. Close by is the prehistoric grotto of the Grand Rocher, and at Beni-Messous a large number of dolmens may be seen, while in another direction are the ruins of a Roman aqueduct. Staouéli is about  $4\frac{3}{8}$  miles (see below), and Sidi-Ferruch (p. 122),  $6\frac{7}{8}$  miles from Guyotville.

*Algiers to Staouéli and La Trappe Monastery* ( $21\frac{3}{4}$  miles there and back).—The road passes through the village of St-Eugène, the Pointe Pescade, Cap Caxine, and Guyotville, already described. The return journey can, if preferred, be made by way of Cheragas, Château-Neuf, and El-Biar. [Motor-coach service between Algiers and Cheragas daily. Steam trams start from Rue Wäisse and the Place du Gouvernement for Staouéli.]

La Trappe de Staouéli is about a mile and a quarter south of the village of Staouéli, where, on June 19, 1830, the Moslem army was camped, and a battle was fought in which the French completely routed the Turks. The French Government granted to the Trappists 2500 acres of land on the plains of Staouéli, on which the

Trappists settled on August 19, 1843. The first stone of the abbey was laid on a bed of shells and balls found on the battlefield. It is a rectangular and spacious building of fifty square yards, with a garden in the centre. The chapel occupies one side; the refectory, kitchen, and dormitories occupy the rest. Some inscriptions in this style, "*S'il est dur de vivre à la Trappe, qu'il est doux d'y mourir*," ornament the walls. In the grounds are large farms, granaries, wine-cellars, cattle stalls; beyond are extensive vineyards and orchards. The Monastery contained 120 monks, and some 250 other men were employed, but only the conventual buildings now exist, the monks having been expelled by the Government in 1904. The buildings are now used for storing farm produce. The cemetery at the back of the monastery is practically undisturbed. In the library are some Roman mosaics and pottery, but the most interesting curiosity is the table on which was signed the abdication of Hussein Dey and the cession of Algeria to France in July, 1830.

The vines of Staouéli produced annually large quantities of excellent wine, which is now made by Spaniards who have occupied the monastery since the expulsion of the monks. There were also a forge, a bakehouse, and various workshops. There are two corn mills and an aqueduct.

About  $3\frac{1}{2}$  miles to the westward of the Monastery is situated the village (next station beyond Staouéli) of *Sidi-Ferruch* (named after a marabout held in great esteem by the Algerians), the landing place of the French army, on June 14, 1830. The village itself was founded fourteen years later. The barracks, capable of holding 1500 men, consist of a large building in the fort.

*Algiers to Notre-Dame d'Afrique and the Vallée des Consuls.*—[Electric cars from the Station Sanitaire, and the Place du Gouvernement, by the Bab-el-Oued, and the Hôpital du Dey, then a steep walk or drive (omnibus or carriage) to the Church, from which is obtained a magnificent view over land and sea.]

The church was commenced in 1858, and consecrated in 1872 by Cardinal Lavigerie. The building is very effective from the outside, having a gigantic central dome and two Romano-Byzantine wings of the most pleasing

appearance. "Notre-Dame d'Afrique" is personified by the statue of a black Virgin above the altar. Round the apse there is this motto: "Notre-Dame d'Afrique, priez pour nous et pour les Musulmans." Every Sunday at 3.30 p.m. the officiating clergy perform the blessing of the sea for the souls of the sailors who perished in the storms. Beyond Notre-Dame d'Afrique is the Vallée des Consuls, the foreign consular quarter in the time of the Deys.

*Algiers to the Frais-Vallon.*—[Electric cars from the Station Sanitaire and the Place du Gouvernement to the Hôpital du Dey, passing the Avenue du Frais-Vallon.] The road passes through the Bab-el-Oued, and the Cité-Bugeaud, an old suburb of Algiers, and then, leaving the Hôpital du Dey on the right, turns abruptly westwards near the powder-magazine. The route then follows the bushy ravine of the Bouzaréa, until the Frais-Vallon is reached. An old Arab pathway, accessible to carriages, takes you to an Arab café, a celebrated resort of visitors, situated at an altitude of 2300 feet. The little Arab village, in which are the waters of Aioun Srakna, is interesting. In it are several koubbas, or tombs of Arab saints or marabouts. The principal one is that of Sidi-Medjebar, the patron of divorced Arab women. The waters of Aioun Srakna are ferruginous, alkaline, and carbonated, and recommended as a remedy for many complaints. The Frais-Vallon can also be reached by road via the Sahel Gate, the Ravine of Bir-Traria, and the Fontaine du Dey.

*Algiers to Jardin d'Essai.*—[Electric trams from the Place du Gouvernement every 10 minutes (approx. 1 hour's journey).] The trams follow the Rue Sidi-Carnot or the Rue de Lyon.

The *Jardin d'Essai* is one of the most interesting gardens in existence. Each alley is planted with trees of the rarest species, carefully cultivated in Algiers. Here is an alley of Japanese palm-trees of rare beauty, there an avenue of African palms. India-rubber trees, which were imported into Algiers for the first time some thirty years ago, can be seen.

Another specimen, *Ficus nitida*, dominates with its enormous growth a little eminence sloping down towards a diminutive water-pond crowded with bamboos, China

sagittaries, and Madagascar cypresses. Outside the garden, bordering the sea, is an oasis of palm-trees, called the "Oasis Sainte-Marie." At the entrance to this part of the Jardin d'Essai are cafés and restaurants.

Directly outside the Mustapha gate of the garden is a picturesque Moorish café, bordered on the right-hand side by a very curious fountain of Moorish construction, built about 300 years ago. The architecture of this fountain is of the purest Arab style, and it has preserved up to this day its original outlines and features.

*Algiers to the Ruisseau and Hussein-Dey.*—[Electric trams from the Place du Gouvernement every 15 minutes. Hussein-Dey, the second station on the Algiers-Constantine Railway, can also be reached by train.] The route is by the Boulevard de la République, then through the busy suburb of Agha Inférieur, an annexe of the commune of Mustapha, and along the populous district of Mustapha Inférieur, which reaches as far as the sea. The barracks of the 5th Regiment of Chasseurs d'Afrique are close to the Champ de Manœuvres, a vast piece of ground used for cavalry drill, races and displays. Two and a half miles beyond is the *Koubba* of Sidi Muhammed Abd er-Rachman Bou Kobrin, a saint of the Djurdjura Mountains, who lived in Algiers from 1798 to 1805. His title *Bou Kobrin* ("Man with two Tombs") is derived from the current belief that the saint had been miraculously doubled at his death, one body being buried at Hamma, the site of this tomb, and the other in the mountains.

The *Ruisseau* ( $3\frac{1}{2}$  miles from Algiers) is reached by a shaded road which continues towards the sea to *Hussein-Dey*, a village deriving its name from the last Dey of Algiers. His villa was converted into a tobacco warehouse. On the shore, a few hundred yards from Hussein-Dey, is a small Muhammedan cemetery, *Toppanat el-Moujhadin* ("Battery of the Champions of the Holy War"), which commemorates the victory of the Turks over the Spanish forces.

*Algiers to Maison-Carrée.*—[Trams from Place du Gouvernement. Route as for Hussein-Dey. Also by P.L.M. trains and East Algerian Rly.] *Maison-Carrée* takes its name from the Turkish fort built in 1746 (en-



larged in 1826). The present building, of one storey, was used as a penitentiary and is now the barracks of an infantry regiment. Until the last few years, Maison-Carrée was almost entirely native, but now, out of a population of 17,000 people, 9000 are Europeans. About a mile north of the town, near the sea, is the *Monastery of St Joseph*, which houses the White Fathers, whose order was founded by Cardinal Lavigerie. The monastery contains a small museum of exhibits collected by missionaries in all parts of Africa.

*Algiers to Fort-de-l'Eau, Cap Matifou, and Aïn Taya.*—[Route as for Maison-Carrée, thence by tramway to Fort-de-l'Eau.] *Fort-de-l'Eau* (12 miles) is a health resort of about 2000 inhabitants. On the sea front is the Bordjel-Kifane, built in 1581 by Djafar Pasha, and now barracks for Customs Officers. A casino is one of the attractions of the resort. A memorial commemorates the taking of the place in 1831 by the Foreign Legion. Continuing from Fort-de-l'Eau, you pass Rassaouta, Oued el-Hamis and Rasguniæ.

*Rasguniæ*, the site of a Phœnician trading post and a Roman settlement of considerable size, lies about a mile from Cap Matifou; the ruins have been largely scattered, having formed a quarry for the native quarters of Algiers.

*Cap Matifou* or *Ras Temenfous* (17 miles) was the point at which Charles V re-embarked in 1541 after an attempt to take Algiers. In the tempest which raged during the operations, a hundred and forty ships and one-third of his army were lost. Near the village is the lighthouse and an old Turkish fort built by Ramdan-Agha in 1661 and restored in 1685 by Mezzo-Morto after the bombardment of Algiers.

*Aïn-Taya-les-Bains* (about 2 miles from Matifou) is a modern village of about 1000 inhabitants; it is a summer resort for the people of Algiers. There are splendid walks in the neighbourhood.

*Algiers to Rovigo and Hammam-Melouan.*—[By Tram (electric or steam) to Rovigo (23 miles), thence by motor or on foot to Hammam-Melouan (4½ miles). By Rail to Gué-de-Constantine (P.L.M.) from which motor-coach service. *Motor-Coach* services daily from Algiers.] The

road passes through Mustapha Inférieur, the Ruisseau, and Kouba and traverses the plain of Mitidja, with numerous farms.

*L'Arba* (19 miles), a town of about 10,000 inhabitants on the banks of the Oued Djemaa, is notable for its orange groves and tobacco plantations.

*Rovigo* (23 miles), a village of 800 inhabitants, takes its name from the Duc de Rovigo, Governor-General of Algeria 1831-33, and lies at the foot of the Atlas Mountains, in the midst of orange groves. Two miles from Rovigo, on the way to Hammam Melouan and on the left bank of the Harrach, is the site of a camp built at the same time as the Camp de Fondouk. A mile farther on is Hammam-Melouan.

*Hammam-Melouan* (27 miles) signifies in Arabic the "Coloured Baths." The baths lie in a park, where tents are pitched during the season to accommodate visitors. There are two springs, one of which flows through a bath in the Koumba of Sidi Sliman, a mud-walled building. There is also another small bath-house. The waters are excellent for all rheumatic ailments and flow at a temperature of between 85 and 105 degrees Fahrenheit. There is a small hotel, with limited accommodation. Near the baths is a noteworthy Moorish café, the residence of the Caid of Hammam-Melouan.

### ALGIERS TO BOUFARIK AND BLIDA

*ROUTES.—By Road:* Algiers-Blida, 30 miles; motor-coach services daily.

*By Rail, P.L.M.:* 32 miles; 5 trains daily.

The way lies across the plain of the Mitidja to BOUFARIK (23 miles), a town of 13,000 inhabitants (6000 Europeans), on the main road to Blida. Now flourishing and healthy, the neighbourhood was at one time malarial. The Monday market is one of the most important in the region, and attracts the Arab villagers in great numbers. The park is pleasant, and thickly planted with shady trees. The streets are lined with olive, plane, eucalyptus and acacia trees, and there are many perfume distilleries in the town.

In the central square is a statue to Sergeant Blandan, who died at Beni Mered on April 11th, 1841, when he and twenty-three French

soldiers held a force of 300 Arabs for three hours. Blandan's last words are inscribed on the monument: "Courage, enfants; défendez-vous jusqu'à la mort!"

**Blida** (Hotels: d'Orient; de la Paix; Gêronde), a prosperous town of 36,000 inhabitants (9000 French), stands about 850 feet above sea-level on the Oued el-Kebir. One of the most beautiful towns of Algeria, it is particularly famous for its gardens and orange groves. It ascribes its foundation to Kheir ed-Din, who built a mosque here in 1535. The old town was destroyed by an earthquake in 1825 and afterwards rebuilt, to be razed in 1834 by the Duc de Rovigo. French occupation took place in 1839.

Of the old city only two mosques remain—the *Djama et-Terk* in the Rue de Gueydon and the *Djama Sidi-Muhammed* in the Rue des Koulougliis. There are two public gardens: the *Jardin Bizot* and the *Bois Sacré*. In the latter is the Koubba of Sidi Yakub. The town is walled, and entrance is by six gates: d'Alger, des Chasseurs, Zaouïa, er-Rabah, es-Sebt and el-Kebia. Above the town is *Fort Mimich*, commanding the district.

From the railway station Blida is entered by the Bab es-Sebt, and a regular service of motor buses terminates at the *Place d'Armes*, an open square surrounded by arcaded houses and plane trees; in the centre is a fountain and (in the winter) a bandstand where the regimental bands give concerts. *Barracks*, with accommodation for 2000 troops, occupy a large section of the town; attached to them is the remount dépôt, in the stables of which are pure-bred Stud animals. North of the town are *Orange Groves* of great extent, which should be visited.

**EXCURSIONS.**—*The Ruisseau des Singes and the Gorges de la Chiffa* (about 8½ miles by road; 3 hours by motor): Leaving Blida by the Bab es-Sebt, the route runs near to the village of *La Chiffa*, then alongside the river through some six miles of rugged scenery (the road in places being cut out of the face of the rock) to the inn at the *Ruisseau des Singes*. [Limited accommodation for visitors who wish to stay overnight is available.]

The scenery is delightful at this point, and added amusement is provided by the half-tamed monkeys which

descend to the restaurant, particularly at meal times. About a hundred yards from the inn is a *Grotto* (50 c. admission; permits obtained at the inn), and behind the inn a path leads to waterfall and gardens. There is a second waterfall on the road past the inn.

A whole day's excursion from Blida is the ascent of *Beni-Salah* or Djebel Sidi-Abd-el-Kader (5350 feet). Leave Blida by Bab-el-Rabah, passing the village of Imama Rita, the Glacière Laval (3964 feet), and the Two Cedars (4767 feet); the excursion can be extended along the ridge, which is broad and carpeted with turf, as far as the Koubba of Sidi-Abd-el-Kader El-Djilani. You then return to Blida from the west. Mules and guides can be hired.

Other interesting excursions are those to the Oued Sidi el-Kebir, where, at the head of the beautiful ravine, are the Koubbas of Sidi Ahmed el-Kebir (1560) and his two sons; to the Tombeau de la Chrétienne (p. 129) and to Médéa (p. 136).

#### ALGIERS TO CHERCHEL, TIPAZA AND THE "TOMBEAU DE LA CHRÉTIENNE"

[By rail to Cherchel (74 miles) via El-Affroun. Two trains daily; change at El-Affroun.]

*By Road.*—Motor-coach services daily from Algiers to Tipaza and Cherchel.

This is one of the most interesting excursions to be made from Algiers. You cross the fertile Sahel after leaving *El-Affroun*, a village of 1100 inhabitants; *Ameur-el-Aïn*, and *Bourkika*, small village stations between El-Affroun and Marengo, are in the midst of large plantations, mostly devoted to vine-growing.

MARENGO (56 miles) is an important village and commune of 5000 inhabitants, with a large and interesting market (Wednesdays) to which thousands of natives, including Kabyles, come from all parts of the region. About 6 miles from Marengo is the barrage of *Oued Meourad*, 55 feet high, which provides a reservoir for the irrigation of the district. The contents of the reservoir (940,000 cubic yards) supply a flow of water at the rate of 44 gallons per second.

From Marengo, a conveyance may be taken to the "TOMBEAU DE LA CHRÉTIENNE" (*K'bour Roumia*), which stands 800 feet above sea-level. A tomb of circular form and massive proportions, it is about 100 feet high (of which the cylindrical portion is 36 feet and the pyramid 64 feet). The base is 198 feet in diameter. It has a vertical wall and sixty Ionic columns, surmounted by a cornice, above which are thirty-three steps, decreasing to a point at the apex. The entire edifice stands on a platform 70 yards square.

The mausoleum is probably of pre-Roman origin, the misnomer "Tomb of the Christian Woman" arises either out of wrong translation of "*Roumia*," or from the discovery of a swastika or cross on the south door. Probably it was erected to serve as the tomb of a native king.

Four blind doors, to north, east, west and south, have been incorporated, but give no entrance. Entry is below the east door (gratuity to attendant, who provides candles and conducts visitors). A small door opens to a vaulted chamber (on one of the walls of which are rough sculptures of a lion and lioness), whence a flight of steps leads to the large gallery (9 feet high and 6 feet broad), making almost the complete circuit of the tomb. A passage leads from the gallery to the centre, where are two chambers, separated from the other passage by stone doors. The passages, vaults and galleries measure together 1450 feet.

No objects which add to the information concerning the tomb have been discovered, although an exploration was made in 1866. The mausoleum was empty when entrance was effected. An Arab tradition recounts that one Ber-Kassem, taken prisoner by the Christians, was sold as a slave in Spain, but earned his freedom by promising obedience on a mission from his master who sent him to Africa to proceed to the tomb. Arrived there, he was to burn a scroll in a brazier and return home. As the paper burned, the tomb opened; treasure of gold and silver was carried on the air towards Spain. On the slave's attempting to enrich himself by collecting some of the treasure, the flow ceased and the tomb closed. The Pasha, hearing of the adventure, sent workmen to open the tomb, but as they began the form of a woman appeared, crying, "Alloula! Alloula! To my help!" Instantly a cloud of mosquitoes appeared, and drove the workmen from the spot.

Leaving Marengo, the railway passes through small villages spaced at about every three or four miles until Cherchel is reached. The chief points of interest are: *Desaix* (60 miles), *Ruines Romaines* (63 miles), with a few 4th-century ruins in the vicinity, and *Zurich* (67 miles). The village ( $1\frac{1}{2}$  miles from the station) is built on the site of a Roman villa. Two stops are made on demand between Zurich and Cherchel, and at *Oued Bellah* (71 miles) the ruins of an aqueduct are passed on the left, beyond which the line follows the sea to Cherchel (74 miles).

CHERCHEL, a town of 12,000 inhabitants, magnificently situated on the Mediterranean and backed by wooded hills, was the Phœnician *Iol*, and under Juba II became *Cæsarea*, capital of Mauretania. The colony had a population of 100,000 and covered an area of 1200 acres, passing under Roman domination in the year 40 A.D. It was destroyed by Firmus in 372, and restored by the Byzantines, subsequently passing into the hands of the Arabs. In 1738 it was severely damaged by an earthquake. French occupation was brought about by reprisals following an act of piracy in the port (1839).

The *Roman Ruins* are not imposing, having suffered at the hands of succeeding generations, who found in *Cæsarea* a ready stone-quarry. The existing port corresponds in position to the Roman harbour, but is very small, covering an area of only 5 acres. The sole building of note in Cherchel is the *Great Mosque*, now secularised and used as a military hospital; it contains almost a hundred columns taken from the ruins of the Roman baths. Behind the Museum (see below) are the walls of a Roman palace, together with pillars, capitals and fragments of mosaic pavement. The form and site of the amphitheatre where St Marcian, the martyr, was thrown to the wild beasts can be distinguished. The theatre is also distinguishable, but is badly ruined. Here St Arcadius was martyred. The cisterns, above the town, are transformed into the barracks of the *Tirailleurs*.

Excavations have continued to supply exhibits to the excellent, if small, *Museum* (in the Place Romaine, near the Mairie), which should be visited.

Much of the statuary shown is of Greek origin, and was probably brought to *Cæsarea* by Juba II. Of particular merit are the "Cherchel Apollo," or the "Apollo of the Dove," which ranks with the best of the great museums, and a black basalt statue bearing the seal of Thothmes III of Egypt, possibly sent to Juba's wife, Cleopatra Selene, daughter of the more famous Cleopatra. In addition are several fine columns, mosaics, vases, etc., together with smaller exhibits.

To the west of the Museum are the ruins of the baths, from which many of the exhibits in the Museum were recovered. The *Circus* stands outside the city, beyond the Miliana Gate, and on the Esplanade is a fountain of



some note. On the Algiers road are the ruins of the eastern baths.

*Excursion to Gouraya* (17½ miles by motor or on horseback; motor-coach service from Cherchel daily).—The route is via Fontaine du Génie (8 miles), to *Gouraya*, the centre of a commune of 25,000 inhabitants and the starting-point for the ascent of *Djebel Gouraya* (4700 feet), on which are the hill-settlements of the Kabyle tribes of Beni-Menasser.

The journey from Cherchel to Tipaza (16 miles) can be made along the coast and across the Djebel Chenoua, through the district peopled by Kabyles, who are now perfectly peaceful and well-disposed to travellers. The way is reasonably easy to find, but a guide is desirable. Excellent views over sea and land are to be had. [There is also a daily service of motor coaches between the two points, by way of Desaix; the ruins of the aqueduct and of a Roman arch are passed.]

TIPAZA (Hôtel du Rivage) is a small town of about 2000 inhabitants on the Algiers road, excellently situated.

*Motor Coaches*.—Daily services to Algiers, Ténès, Cherchel, Desaix, Castiglione, etc. *Small Steamers* from Algiers call at Tipaza occasionally.

Tipaza, originally a Phœnician port and later falling to Rome, was built on three low hills, Zarur, Knissa and Bel-Aishe. The old harbour was to the east; the present small harbour and village are in the centre, within the old line of walls. After the decay of Rome, Vandals and Arabs succeeded.

On the Algiers road, facing the village, is a modern memorial to unknown sailors washed ashore at Tipaza during the Great War, and just behind the monument is an open space, used for the Sunday market. Taking the short road opposite the memorial, you come to the *Ancient City* and the harbours. The road runs past the Hôtel du Rivage towards the lighthouse (with an excellent view), but, taking paths to the left, you come to the ruins of the basilica, houses, and forum, not in a very good state, as most of the stone has been carried away.

The site of the theatre lies to the west, while at a considerable distance to the east are the Christian cemetery and the *Basilica of St Salsa*, looking down on the ancient

girl of about 14 years who accepted martyrdom rather than renounce Christianity. In the centre of the town, partly overbuilt, are the ruins of the baths, some of the broken rooms of which can be distinguished. Most of the sites have suffered considerably by spoliation, but in the *Parc Trémaux* (entrance permitted) is a collection of antiquities which should be seen; it includes sarcophagi, a nymphaeum, capitals and columns, together with some statuary. Passing through the *Parc Trémaux*, you may reach the western limits of the ancient city, where are the cemetery and the *Basilica of Bishop Alexander*, with stone coffins and fragments of mosaic.

From Tipaza, the return to Algiers may be made either by motor coach or by motor and rail, via Desaix.

### ALGIERS TO COLÉA AND CASTIGLIONE

*Also the "Tombeau de la Chrétienne"*

The excursion can be made in one day. [Motor-coach services daily.]

*Light Railway* (from Place du Gouvernement) to Coléa. The train follows the shore for some distance, and then passes through *Pointe Pescade*, *Guyotville*, *Staouéli*, *Zéralda* and *Mazafran* (junction for Castiglione) on the way to Coléa (29 miles).

COLÉA, a pleasant town of 7000 inhabitants on the Sahel hills, overlooks the Mitidja plains. Surrounded by vineyards and orchards, it has an abundant water-supply. Founded in 1550 by refugees from Spain, Coléa was destroyed by an earthquake in 1825, but was immediately rebuilt. In 1832 it was attacked by the French, and was taken in 1843.

Of the old city, only the former *Mosque of Sidi Embarek* remains, with the *Koubba*. The mosque has been transformed into a military hospital, but the Koubba is unchanged and the centre of important pilgrimages. A cypress-tree growing at the Koubba is reputed to have been brought from Mecca. Sidi-Embarek was a saint of the 18th century, to whom miraculous powers were ascribed. Near the town is the *Jardin des Zouaves*, a magnificent public park and one of the most attractive of

Algeria, with tall trees frequented by singing birds. A market is held on Fridays in the Rue es-Souk.

From Coléa the road goes via *Fouka*, a small village, to CASTIGLIONE (33½ miles), on the shore of the Mediterranean. It is a summer resort for the towns of the district. The harbour is chiefly used by Italian boats engaged in sardine fishing. About a mile from Castiglione are the ruins of a Roman settlement, where excavations have revealed a 5th-century Christian church and cemetery.

From Castiglione the drive is continued to the Tombeau de la Chrétienne: you follow the shore through the villages of *Tefeschoun* and *Bérard* to the Tipaza road. Proceeding as far as the farm of Kandouri, you turn left at this point and reach the foot of the hill on which stands the tomb (p. 129).

#### ALGIERS TO HAMMAM R'IHRA

[By rail (P.L.M.) to Bou Medfa (57 miles), whence by motor coach to the Thermal Establishment at Hammam R'Ihra (total, 64 miles).]

From Bou Medfa, the road crosses the Oued Djer and the railway and, leaving the Miliana road on the left, climbs the valley of the Oued el-Hammam to the thermal station.

HAMMAM R'IHRA (Grand-Hôtel des Bains) is the Roman *Aquæ Calidæ* (traces of which can still be seen) and is situated in magnificent park land, from whose terraces there are delightful views of the surrounding country. The water, coming from a large number of springs, varies in temperature from 80° to 170° Fahr. at the source and is recommended in such complaints as rheumatism, arthritis, and stomach and intestinal disorders.

The curative powers of the springs have been known since the time of the Carthaginians, and their exploitation has resulted in the growth of a considerable resort, with several hotels and attendant attractions for visitors, including a casino (baccarat), tennis and riding. The *Thermal Establishment* is entirely modernised and fully equipped for hydro-therapy, mecanotherapy, diathermy and electro-therapy.

EXCURSIONS.—*Tombeau de la Chrétienne* (p. 129), a drive of about 3 hours.

*Miliana* (p. 134), 18 miles distant.

*The Zakkars.*—The ascent of these two mountains (5000 feet) may be made from Hammam R'lhra or from Miliana (see below). *Zakkar Chergui* (eastern) offers the finer views, but *Zakkar Gharbi* (western) is the easier to climb.

*Chaiba Pine Forest.*—Close to the Thermal Establishment, this forest offers many easy and pleasant walks.

*Ravin des Voleurs.*—A drive of about 10 miles.

## ALGIERS TO MILIANA, TÉNIET EL-HAD AND THE CEDAR FOREST

[This excursion (taken from Algiers) needs two or three days. First by rail (P.L.M.) to Affreville, 75 miles (see also below).]

AFFREVILLE, a market town of about 4000 inhabitants, is named after Monsignor Affre, Archbishop of Paris, who was killed in 1848. Affreville, the site of the Roman *Malliana*, is situated on the edge of the Chelif plain, and is the centre of a rich agricultural area.

From Affreville motor coaches daily to Miliana and Téniet el-Had. The route to Miliana (82 miles) is picturesque: a drive of 7 miles along the foothills of the mountain, offering some fine scenery, with much well-cultivated land and groves of eucalyptus, palm, fig and pine.

Miliana can also be reached from *Miliana-Marguerite* (one station before Affreville), in  $\frac{1}{2}$  hour by tram (in connection with trains).

MILIANA (Hôtel du Commerce), a walled town of 11,000 inhabitants; is situated about 2400 feet above sea-level on the side of Zakkar Gharbi, overlooking the Chelif plain. The foundation of the present town, on the site of the Roman *Zucchabar*, is placed in the 10th century. Miliana was occupied by the French in 1840, but on evacuation the natives set fire to the town, destroying everything save the ramparts, the Zakkar and Chelif Gates, a mosque and a few of the Arab streets. After the installation of a garrison the Arabs laid siege to the town, which was relieved by General Changarnier, who found only 10 per cent. of the defenders effective.

The town is clean, and essentially modern; the streets are cool and shaded, with running streams, and the *Gardens* by the Zakkar Gate are well tended.

The remains of the old Arab town are to the west of the city; the *Mosque* of Sidi-Ahmed-Ben-Yusuf is the principal sight. Now dilapidated, it bears the signs of former beauty, with its double row of arcades in pure Moorish style, its tiling and marble fountain. The bronze doors are impressive.

About 7 miles from Miliana, on the northern slope of the mountains, is a recently established summer resort, *Ain-Sour*, with hotels and villas. [Motor coaches and conveyances from Miliana.]

Other excursions in the neighbourhood are to the peaks of the mountain range (*Zakkar Chergui* and *Zakkar Gharbi*), by way of forest-paths, which offer occasional difficulty on the higher slopes (see also p. 134).

Travellers wishing to proceed directly to Téniet el-Had from Affreville travel by motor-coach, connecting with the trains.

From Miliana you travel by motor coach back to Affreville and so to Téniet el-Had (111 miles from Algiers).

TÉNIET EL-HAD (Hôtel du Commerce) is a town of 4000 inhabitants, situated 3817 feet above sea-level, on the plain commanding the principal pass in the Atlas Mountains between the High Plateaux and the Ouarsenis. An important market is held on Sundays.

CEDAR FORESTS.—The town is one of the centres from which excursions to the cedar forests of the Ouarsenis (a National Park) may be made, and automobiles, horses, and mules may be hired for the purpose.

The *Rond-Point des Cèdres* ( $8\frac{1}{2}$  miles) is reached either by track or main road. After the first mile or two the way is through an increasingly thick forest of magnificent trees. The Rond-Point is a house surrounded by giant trees (modest restaurant), near to which there is a ferruginous spring. Footpaths lead to the many famous cedars, some of which are calculated to be over a thousand years old, and in particular to the *Sultana*, which is 110 feet high and 8 feet in diameter. The forest, including oaks, extends over some 9000 acres; of cedars there are 2300 acres.

There is not a great deal of game in the forest, owing to the shortage of water and the absence of brush. Wild boar, partridge, hare and woodcock exist. Migratory birds make a visit to the forest, and eagles are numerous. Occasionally jackals, foxes and hyenas are encountered, and sometimes lynx, as well as civet and other wild cats, are seen.

Winter is very severe, and the best time to visit the forest is either the late autumn or the spring. In the winter, it is well for the traveller to carry rugs and wear fairly thick clothing. The snowfall can be heavy. The forest lanes are well tended, and normally offer no difficulty.

From the Rond-Point, a short journey of a few hundred yards to the *Châlet Jourdan* is worth taking for the views of the hills between the level branches of the trees.

The ascent of *Kef Siga* (5200 feet) can be made in less than an hour by following the paths, either on foot or horseback, and from the top a magnificent view, stretching in fine weather as far as the Mediterranean, is to be enjoyed. Other points of interest, accessible easily from the Rond-Point, are *Ras-el-Braret*, another peak, and the clearings at *Ourten* and *Pré Maigrat*.

### ALGIERS TO LAGHOUAT AND THE M'ZAB

[By rail to Djelfa (205 miles) and thence by road ; one through train daily in 10 hours (restaurant car). From Djelfa to Laghouat (71 miles), Berrian (166 miles) and Ghardaïa (196 miles), by P.L.M. coaches (daily, connecting with trains), or by independent services. P.L.M. services recommended.]

*By Road.*—By private automobile or in "tourist" cars on organised excursions. The journey can also be made in sections by public motor coach, but this method is not to be recommended.

For the journey from Algiers to Blida, see p. 126.

From Blida the line, running through orange groves and gardens, traverses the Mitidja plain. Then, piercing the mountain by a tunnel, it crosses and recrosses the Chiffa, to continue to *Lodi* (60 miles) and *Médéa* (63 miles).

**MÉDÉA** (*Hôtel d'Orient*), a town of 14,000 people situated on a plateau 3000 feet above sea-level, is on the site of the Roman *Ad Medias* or *Lambdaia*. During the Turkish domination Médéa was the capital of its province. In 1830 the French nominated a representative to protect their interests in the country, but in 1835 the town was taken by Abd el-Kader, and in 1840 the French, after the battle of Mouzaïa, entered into occupation. It is now a thoroughly French city, and headquarters of a division.

Médéa is the market town for a large and prosperous area (Thursdays and Fridays). Cereal and wine growing, together with an increasing trade in wool and cattle, are the principal sources of income.

The Place d'Armes and the Boulevard are planted with trees, and the gardens are irrigated by water from Djebel Nador. The principal buildings are the *Catholic Church*



(formerly a mosque), the hospital and barracks. To the east of the town is an ancient *Aqueduct*.

[Motor coaches daily to Algiers.]

*Excursion*.—In 4 hours to the *Piton du Dakla*, or *Mount Nador* (3600 feet), commanding splendid views.

Leaving Médéa, the line rises gradually to *Ben-Chikao* (76 miles), a small village, from which an interesting excursion can be made by ascending the mountain of the same name (4325 feet), offering an even better view than that obtained from Mount Nador. Passing through the valley of the Chitane, the line runs to BERROUAGHIA (84 miles), a town of 3500 people and the centre of a commune of 35,000. Berrouaghia has a separate *Mellah* or Jewish quarter, and close to the town is an agricultural penitentiary, whose thousand inmates farm the land and tend the vineyards of the prison reservation (market, Wednesday).

BOGHARI (110 miles) is an important agricultural and commercial centre of 4000 inhabitants (Hotels: *Transatlantique*; *Célestin*). The commune of which Boghari is the centre comprises a population of about 40,000. On the spur of a hill is the interesting *Ksar*, a walled native village, which is well worth visiting, especially in the evenings, for the dancing displays of the *Ouled Nails*.

To the west of Boghari, on the mountain side, is BOGHAR (5½ miles; motor-coach services from Boghari), a military post whose fort, built by Abd el-Kader, was destroyed by the French in 1840. It is now a strong military position, and the redoubt contains barracks, officers' and Commandant's quarters and a watch-tower from which excellent views can be had. In view of its altitude, 2970 feet above sea level, Boghar is called the *Balcon du Sud*. There are excellent walks in the neighbourhood.

From Boghari the line crosses the Chelif plain and passes through the hills to *Aïn Saba*, *Boughzoul*, *Aïn Oussera* and *Guellet es-Stel*, beyond which for a stretch of some 60 miles it gradually ascends the valley to a sandy plain, passing the great *chotts* (salt lakes) of Zahrez. Beyond *El-Mesrane* (178 miles) is the *Rocher du Sel*, a salt hill about a mile and a half in circumference; it is a curious sight, owing to the irregularities caused by crumbling. Farther on, the route passes over the *Djebel Sen-*

*el-Lella* ("Hill of the Lion's Tooth") and, crossing the mountains of the Ouled Nails, goes via Smila to Djelfa (205 miles).

DJELFA, a market town of 2500 inhabitants, is the present terminus of the railway, which is ultimately to continue to Laghouat. The town, built along two main streets, is small. Very cold in winter and excessively hot in summer, it stands 3770 feet above sea-level. In the settlement the Governor of the Ouled Nails resides. This tribe centres on Djelfa, occupying a large territory which stretches from Bou Saada to the Ziban and the Djemel Amour. Sheep raising is extensively practised throughout the whole region, and in the forest of Tasmitz a military post is maintained.

From Djelfa a motor-coach service runs to Bou-Saada (72 miles), but the traveller will find the direct route from Algiers much to be preferred (p. 145).

From Djelfa the journey is continued by road (see p. 136). The route crosses plains of alfa grass to the Caravan Pass, or *Col des Caravanes* (214 miles from Algiers), and *Aïn el-Ibel*, a centre of sheep farming. For the next 60 miles the country is uninteresting save for the native traffic on the roads. You reach *Mokta el-Oust* (café and caravanserai) and *Sidi Makhlouf* (250 miles), situated on a shelf of rock overlooking a ravine, through which runs a stream (with trout-fishing). The road continues to the left of *Djebel Zebecha*, passing the junction of the rivers Metili and M'zi, a short distance beyond which the first signs of plantations are seen. Just outside Laghouat (276 miles) are the military quarters.

**Laghouat** (Hotels: Transatlantique; Saharien) is a town of 7000 inhabitants, built on two spurs of a mountain. The town, with its plantation of 30,000 palm trees, is built in the form of two amphitheatres. As a military station it is of considerable importance, and a garrison of 1500 men is maintained. The town is walled, and on the hills are forts, Laghouat serving as base for operations in the Territories of the South. It forms a connecting link between the departments of Oran and Constantine and is the meeting-place of routes to the M'zab, Ouargla, the Ziban, and Biskra.

Dating from the 10th century, Laghouat has in turn belonged to Morocco and the Turks. It was first occupied by the French in 1844 but later captured by Abd el-Kader, to be retaken in 1852 by Marshal Pélissier.

The town has been rebuilt according to the French practice in modified Saharan style. The Place Randon, the central square, is surrounded by civil and military buildings, including the Cercle Militaire, Post Office and Governor's Residence. From it radiate straight streets bordered by European houses. The native town, called the *Chtett*, is to the south-east, and the narrow streets, if they possess no building of note, offer a pleasant and entertaining flow of indolent life.

Excellent views may be had of the oasis and the surrounding country from the tower of the hospital, and from the *Fort Morand*, which stands to the north-east of the town. The oasis is rich in vegetation and, in addition to date-palms, pomegranates, figs, apricots and grape vines flourish. There is an interesting market on Fridays.

Agreeable excursions can be made to the *Col de Sable* (1½ miles) affording a fine view, and to *Ksar el-Assafia* (allowing one day for the journey and return), an oasis and village on the side of the Djebel Amour.

[From Laghouat the M'zab can be visited by P.L.M. coach, by organised tour, or by independent motor-coach service (the latter subject to some irregularity). The journey to Ghardaïa is made in one day.]

Leaving Laghouat the road crosses the *Région of the Dayas*, a desolate area dotted by low-lying patches of cultivation or small oases. This desolation continues almost unbroken (more than 60 miles) to *Tilrempt* (excellent restaurant), a caravanserai surrounded by low buildings and set in a pleasant patch of cultivation. The country now becomes even more forbidding, stony, gullied and utterly barren; this region is the *Chebka* or "desert within the desert," the territory to which the Mozabites or Ibadites, to give them their proper designation, fled for safety after persecution in the north.

THE M'ZAB.—The schismatic sect had its origin in the very beginnings of Islam, when puritans refused to accept Ali, the Prophet Muhammed's son-in-law, as being of authority. The Kharedjites split from the main body of the faith, and fled to Africa.

The Ibadites, a branch of the Kharedjites, settled near the present Tiaret and prospered materially, while they pursued their theological differences. At Tiaret they were attacked by an army of orthodox Muhammedans, defeated and expelled. First flying to the neighbourhood of Ouargla, they were again attacked and driven out, finally settling in their present home—a land apparently devoid of promise; but in the 11th century of our era they founded five of the cities of the M'zab: El-Ateuf, Bou-Noura, Beni Isguen, Ghardaïa and Melika. Guerrara and Berrian were added in the 17th century.

The total population of the district amounts to 35,000 people. Cultivation is made possible by the sinking of a great number of primitive but deep wells. There are 4000 of these scattered through the various towns, some nearly 200 feet deep, and all are worked by donkeys or camels, which haul the goat-skin pails to the top. Every drop of water is used carefully, and in the rare times when rain falls, or the river contains water, practically the whole population is busy collecting the water into a wide variety of containers. By unremitting labour, the M'zab has been made to produce not only fruits but cereals; the cities are remarkably clean, while the plantations and gardens are unusually varied and luxuriant.

It is a rule of the Mozabites that their men shall return at least every second year, whatever their occupation may be or wherever they may travel in order to make a living outside the colony. The women, even the Jewesses who are tolerated in their cities, never travel.

BERRIAN (95 miles from Laghouat), the first of the seven cities to be approached, is a town of stone houses faced by a cemetery, which lies outside the town (population 4000). The streets are clean and well kept, and the angular minaret, in the style of Sudanese architecture, is severe and straight. The bed of the river M'zab, which contains water only once in a decade, curves past the town.

GHARDAÏA (Hotels: Transatlantique; M'zab), about 30 miles to the south of Berrian, is the capital of the M'zab. A town of 10,000 inhabitants, it stands 1600 feet above sea-level, and has an oasis of over 100,000 palm trees. The town, rising in terraces abruptly from the plain, is surmounted by a huge minaret, built on the summit of the small hill on which Ghardaïa is built. Interesting evidence of the industry of the Mozabites is contained in the many small dams of natural silica which have been erected to collect any chance rainfall; despite their rare use they are maintained in perfect condition.

The town is divided into three distinct quarters, the

Mozabite city proper, the Jewish quarter, and the quarter of the Medabia. On a hill to the south is the French military station. French occupation, effected by negotiation and not by force of arms, dates from 1882.

The life of the town centres around the Square of the Camels, or market-place, a wide square surrounded by arcaded buildings and usually thronged by traders and caravans of camels. Dates, grain and wool are the principal commodities sold in the market which, on a busy day, is a most interesting sight. From this square narrow streets, little more than alleys, lead up the hill to the *Mosque* (to be visited only on the written permission of the Caid, which is not easily obtained), an almost shapeless building with crude arches and columns, dominated by the strange minaret, four-square and tapering throughout its length. Over 290 feet high, it is visible from all parts of the town. In the Jewish quarter are a few interesting shops. The houses are small, the doors heavily barred, and there is still a sense of suspicion of the traveller who, while received peacefully, is not cordially welcomed. When strangers are abroad, the women return to their houses.

The *Plantations*, which extend for several miles, offer pleasant walks and many surprises in their wealth of varied cultivation. Note, particularly, the primitive and laborious wells, with animals hauling at 200 feet of rope to raise a few gallons of water. Usually a straight runway is made for the purpose, but occasionally it is necessary for the animal to walk through two or more alleys, turning corners, at which the rope is guided.

OTHER CITIES OF THE M'ZAB.—From Ghardaia three other Mozabite cities may be visited in a day's excursion.

MELIKA ( $\frac{1}{2}$  mile), the former holy city of the M'zab, with a population of about 2000, is situated close to a dam in the Oued M'zab. It is a small town, with crude ramparts and gates, and possessing few features of special interest save a grim cemetery (*Sidi Aïssa*). There is an oasis of 5000 palms.

BOU-NOURA (2 miles east of Ghardaia) is a little, almost ruined, fortress on a hill, with a population of 1000 and a plantation of 10,000 palm trees.

BENI ISGUEN (2 miles from Ghardaia) stands opposite to Bou-Noura and is built in the form of an amphitheatre on the side of a hill. This, now the holy city of the M'zab, is regarded with true reverence. For a visitor to smoke in the streets is an unfriendly act; should a native transgress it means excommunication. Strangers are not permitted to remain after nightfall.

The town has a population of 3500, and a plantation of 30,000

palms. Like all other towns of the M'zab, it gives the impression of absolute cleanliness. The minaret is striking, and overlooking the town is a tower said to have been built by Allah during the night of a hostile raid. The severity of life in the town is never relaxed: there are no cafés; dancing girls are not permitted to enter. But Beni Isguen is the commercial centre of a district, and the market-place during auctions is a most interesting sight.

EL-ATEUF, the oldest of the seven cities (founded, 1012) is an austere town of 2500 people. With its plantation of 25,000 palms, it is situated on the banks of the Oued M'zab about 6 miles from Ghardaïa, to the east of that town. The town, composed of almost square houses, rises in terraces to the summit of its small hill, which is surmounted by two plain minarets, serving mosques of different sects.

GUERRARA (Bordj-Hôtel), 56 miles to the north-east of Ghardaïa, is a town of 2000 inhabitants founded in the 17th century. The garden city of the M'zab, it is walled and situated in a park-like oasis. There is a greater supply of water at Guerrara, and the town is both more picturesque and more leisurely than any of the other M'zab cities. The journey to it is well repaid by the unexpected beauty of the oasis and gardens, and—although there are no buildings of particular note—the charm of the town itself.

### THE TOUR OF THE GREAT ERG

*Ouargla* (120 miles) can be reached from Ghardaïa across the desert by way of Guerrara, either by independent services (irregular) or by the various companies' organised tours, made at stated times by six-wheelers. See also pp. 201-203.

The independent services must be verified, but in the winter season generally run twice weekly: Ghardaïa—Ouargla—Touggourt (Service Lagleyze, Touggourt).

Tours, starting from Algiers and available by arrangement from Ghardaïa, are organised to make the circuit of the Great Erg: Ghardaïa—El-Goléa—Fort MacMahon—Timimoun—Ksabi—Beni Abbès—Taghit.

Leaving Ghardaïa, you cross the rocky Chebka (p. 139) by a well-defined track to the *Djafou Wells*, the junction of the Ouargla route (p. 201), beyond which the *Great Erg* is encountered—true sand desert, whose surface may properly be likened to the waves of the sea. El-Goléa (160 miles from Ghardaïa) rises abruptly from the desert.

EL-GOLÉA (Hôtel Transatlantique) is a small, surprisingly colourful, desert town of a few hundred inhabitants, whose magnificent oasis and unusual gardens and vegetation flourish by reason of artesian wells. First conquered in



1873, El-Goléa has been in French occupation since 1891, and is the important military post on which the surrounding region is based.

Called the "Enchantress," it merits the title not only because of its vast plantations of palms, but equally because of its general appearance, which is diversified by the many varieties of trees and flowers that border the town. Cypress trees, orchards of oranges, lemons and figs, and flower gardens containing roses, violets, and most European plants are cultivated.

The centre of the town is a small market-place, in which the indolence of Saharan life is fully marked. The *Mosque*, with its slender minaret, is attractive. At El-Goléa is the grave of Père de Foucauld (see also p. 47), whose body was brought here from Tamanrasset in 1929. Beyond the town is the ruined *Ksar*, or citadel, of El-Goléa, whose buildings have slowly fallen to ruin; but enough remains to suggest the original stronghold, with its double walls, its low rock-dwellings and crumbling, deserted mosque. Magnificent views of the Great Erg are to be had from the summit of the hill.

Leaving El-Goléa, the desert track again enters the dunes of the Great Erg, passing the tombs of the soldiers who fell in engagements during the conquest of this part of Algeria, and reaches *Fort MacMahon* (250 miles), which is now an hotel of the Cie. Transatlantique. From Fort MacMahon (at which a halt overnight is usually made) there is a direct track through the desert to Timimoun (345 miles), in the district of the Gourara and situated on the principal trail to Timbuktu.

TIMIMOUN is actually a group of oases, with a central settlement and a military post. The plantations are watered by irrigation from the underground streams of the desert (*foggaras*), the courses of many of which may possibly be artificial. Thousands of miles of these channels are known to exist. The water leaves a glistening snow-like deposit as it flows. An hotel has been built by a subsidiary of the Cie. Transatlantique. Conforming to the native style in architecture but maintained according to European standards, it is the most picturesque of the buildings in the settlement.

The general appearance of the town, which spreads

fanwise from a large market square, is unlike that of any of the Algerian settlements so far encountered; its distinctive characteristics, almost Sudanese, are blank walls with tiny openings, usually high up, which serve as windows. The market square, arcaded in the customary manner, usually holds most of the population, together with a colourful procession of nomads who use the settlement as a centre or point of call.

On the fringe of the Arab quarter is the negro village, with narrow streets leading to a small square in which is the *Mosque*, possessing a stubby, pyramidal minaret. Beyond this village is the oasis, with low retaining walls round the plantations. Vegetation is luxurious; in addition to palms and figs, a large quantity of vegetables is raised, together with cereals.

From Timimoun the track, passing small oases, goes through territory that has been marked by many military engagements toward a rougher desert. This is crossed, and you reach the Oued Saoura, a river which ultimately loses itself in the sand, but whose bed is often gorged, 500 miles from its source, in the Atlas Mountains. This stage of 110 miles ends at *Ksabi* (455 miles), a desert hotel of the Cie. Transatlantique, with a small oasis nearby. Here a halt is made for the night before you continue on the journey to Beni Abbès (590 miles), following the valley of the Saoura by way of *Timoudi*, a military outpost and ancient stronghold. Before reaching the oasis of Beni Abbès the road descends steeply and crosses the nearly dry bed of a watercourse, which is reputed once to have been an important river.

BENI ABBÈS, a settlement and a military centre, possesses an hotel (Transatlantique) for the accommodation of tourists. The village is interesting for its roofed streets, which are so dark that even in the daytime it is often necessary to use torches or lanterns to find one's way.

*Igli* (683 miles), a small military post, is at the junction of the Oued Gouir and the Oued Zousfana, on the way to Taghit (745 miles).

*Taghit* (Hôtel Transatlantique) is a small, picturesque village, fronted by a pleasant oasis and backed by high sand dunes. It was the scene of one of the most ferocious engagements in the war of occupation, when 300 French

soldiers defended the mud-walled fort against the attacks of natives, who outnumbered the defenders by ten to one.

[From Taghit it is a journey of about 95 miles to *Beni-Ounif-de-Figuig* (p. 171).]

### ALGIERS TO BOU-SAADA

[Bou-Saada may be reached by direct service of motor coaches (156 miles) from Algiers.]

*Alternative Routes.*—By rail to Bouira (78 miles), and thence by motor-coach service; by rail to Bordj-bou-Arréridj (149 miles), whence by motor-coach service (see below).

The road runs first to L'Arba (19 miles, p. 126), and follows the valleys of the Oued Djemaa and the Oued Hamidou to *Sakamody* (30 miles), *Aïn el-Berd* (36 miles) and *Tablat* (42 miles). It then crosses the plain to *Les Frênes* (59 miles) and *Aumale* (77 miles).

AUMALE (Hotel: Grand), the ancient *Auzia*, is a town of nearly 7000 people. Standing 2700 feet above sea-level, it is a centre for mountain excursions. The town itself offers little of interest to the traveller; in the square are the ruins of *Rapidum*, taken from the site of the Roman settlement of that name, which lies about 20 miles to the west at Souar Djoub, on the Berrouaghia road.

The ascent of *Mount Dira* (5500 feet) affords magnificent views of the surrounding country. At *La Rorfa des Ouled Salama* (7 miles south-east) are a few Roman ruins; and 18 miles to the east of Aumale are the hot sulphur springs of the *Oued Okris*.

Leaving Aumale, the road skirts Mount Dira and drops into the valley of the Djenane to *Sidi Aïssa* (97 miles) and *Aïn Kermane* (137 miles), a military post in fine surroundings, beyond which the small oasis of *Ed-Dis* is passed, later giving place to the sandy outskirts of Bou-Saada (156 miles).

*Via Bordj-bou-Arréridj.*—An alternative route is that by rail to Bordj-bou-Arréridj (150 miles from Algiers; p. 179), and thence by road (motor-coach services). Leaving Bordj-bou-Arréridj (p. 181), the road follows the valley of the Ksob to M'SILA (36 miles), a town of 5000 people and one of the most curious in northern Algeria. The native town is composed of mud houses, with an interesting mosque and koubbas. The market-place, large and almost com-

parable with those of desert towns, is usually thronged; and in the long main street the craftsmen work in the doorways of their souks.

On the vast plain around M'sila are Roman remains, which indicate that the district was at one time under the Roman colonists. Leaving M'sila, the road crosses the western extremity of the *Chott Hodna*, through country without village or habitation, to Bou-Saada.

BOU-SAADA (Hotels: du Caid; Transatlantique; Beau Séjour; Petit-Sahara), an oasis settlement and native centre, appears to be a geological sport, situated as it is on the north side of the mountains, and in a small desert of its own. It is one of the most popular objectives of travellers in Algeria, and in recent years its accommodation for visitors has improved. The town stands at a little distance from the oasis and, characteristically, has a large square from which the narrow alleyways of the town spread. Native life centres on the caravanserai, near which are to be seen the dancing exhibitions of the Ouled Nails.

There are three *Mosques* of good style (entrance not permitted): those of En-Nahla, Ouled Attik, and the Mouamin. In the streets native workers can be seen weaving the cloths and braids for which they are renowned.

The *Oasis*, extending along the banks of a small river, is well kept and pleasant walks are to be enjoyed. Rising behind the town is the *Sidi Azdin*, from the side of which splendid views are obtained. Ten miles to the south-west is the village of *El-Hamel*, with a small oasis; still unchanged by European infiltration, it is dominated by its *Zaouia* (theological school) and mosque.

[From Bou-Saada well defined and maintained tracks and roads lead to *Biskra* (128 miles; p. 195), and *Djelfa* (75 miles; p. 138).]

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## ALGIERS TO ORAN

[The P.L.M. railway from Algiers to Oran (262 miles) was the first railway to be constructed in Algeria. One through day train (in  $10\frac{1}{4}$  hours) and one through night train (sleeping cars); similar service in reverse direction.]

The railway follows the coast to Hussein-Dey (p. 124), where it turns inland to Maison-Carrée (p. 124) and crosses the plain Mitidja to *Gué de Constantine* (motor-coach

services to L'Arba—p. 126—and Rovigo, p. 126) and Boufarik (23 miles; p. 126). Hence you travel through pleasant and well-wooded country to *Beni-Mered* (28 miles), a village of 550 inhabitants in a grain, cotton- and vine-growing district. Sergeant Blandan's death here in April 1841 (see p. 126) is commemorated by an obelisk which can be seen from the railway (right). The line then approaches the Atlas Mountains, passing through orange groves and richly cultivated land to Blida (32 miles; p. 127). [Branch-line to Médéa (p. 136) and Berrouaghia (p. 137).] From Blida the railway descends parallel to the valley of the Chiffa to the village of *La Chiffa*. [The station is the nearest to the Gorges and the Ruisseau des Singes (p. 127).]

*Mouzaïaville* (40 miles), the centre of a prosperous agricultural region, is a town of 5000 inhabitants, rebuilt after destruction by an earthquake in 1867 (market, Saturday). Nearby are *Roman Ruins*, discoveries from which are now in the museum at Algiers. Mineral deposits are found in the neighbourhood. [An excursion (9 hours) may be made to *Mouzaïa Peak* (5262 feet).]

Passing El-Affroun junction (p. 128), the railway enters the valleys of the Djer and continues to *Bou Medfa* (57 miles), the station for Hammam R'Ihra (p. 133). *Vesoul-Benian* (61 miles) lies 3 miles from the railway station of the same name. The village was founded by Marshal Randon in 1853, when forty-three families were sent from Vesoul in the Haute-Sâone, with a grant of £250 and 30 acres per family. Miliana Margueritte (68 miles; p. 134) is reached after a long tunnel. The line crosses the Oued Boutan to Affreville (74½ miles; p. 134), beyond which the valley of the Chelif is followed and the river crossed near an old Roman bridge.

*Duperré* (91 miles), a village of 1300 inhabitants, is named after the French Admiral commanding the fleet at the time of the landing of the army of occupation. Beyond Duperré lie *Rouïna* (100 miles), a small village beside an irrigation barrage across the river, *St-Cyprien-des-Atafs* (106 miles), a village of Christian Arabs gathered there by Cardinal Lavigerie in 1867, and *Les Atafs-Carnot* (108 miles), a market village near which are Roman ruins. Following the Temoulga range, you come to *Oued Fodda*

[whence motor coaches to *Lamartine* (8 miles), for the Gorges of the Chelif] and *Le Barrage* (121 miles), taking its name from the dam built on the Chelif for the irrigation of the district of Orléansville (130 miles).

**Orléansville** is an important town of 17,000 inhabitants, established in 1843 by General Bugeaud.

*Hotel*.—Des Voyageurs.

*Post Office*.—Rue de la Mosaïque.

The town, occupying the site of the Roman *Castellum Tingitanum*, is situated in the heart of a rich agricultural area. There are eight gates, and from the northern ramparts there is an excellent view over the neighbouring country. An important market is held on Saturdays. The climate, extremely hot in summer, is difficult for Europeans. A number of Roman remains have been excavated, including traces of a canal, and the mosaic floor of the *Basilica* of St Reparatus (120 feet by 50 feet) and of an older Christian basilica.

**EXCURSIONS**.—*The Ouarsenis Mountains* (*Ceil du Monde*; 36 miles).—There is a motor-coach service. Passing the mining village of *Bou Caïd* (tin mines may be visited), you arrive at *Bordj des Beni-Hindél*, whence the ascent is made of the triple peaked mountain (3300 feet). Allow three hours for the ascent; an excellent view is offered.

*Ténès*.—[36 miles by road. Rail in 2½ hours. Stations—*Warnia, Les Heumis, Ancer en N'Hace, Montenoite, Vieux Ténès*, and *Ténès*.]

**TÉNÈS**.—The new town (*Hôtel Transatlantique*) is a picturesque place of 6000 inhabitants, on the site of the ancient *Cartennas*, a Phœnician and Roman settlement; it was founded in 1843, after the entrance of the French troops under Marshal Bugeaud. The port, which formerly flourished, is now quiet, as are the broad, tree-lined streets. Most of the trade that once flowed through Ténès is now diverted to Oran or Algiers.

A little more than a mile inland, on a high plateau, is *Old Ténès*, a Berber settlement even before the advent of the Carthaginians. Formerly a stronghold of pirates, it has deep chasms on three sides, which made fortification easy. The old ramparts, mosques and strange streets of the native town are interesting.

*Oued Sly* (139 miles), near the boundary between the departments of Algiers and Oran, is a small village of 300 people, situated in a wine-producing district. *Bou Kader* (144 miles) is passed, and the first station in the province of Oran is reached at *Le Merdja* (151 miles), beyond which picturesque country is crossed to *Inkermann*,



or *Oued Riou* (158 miles), a village of 900 inhabitants, near to which are stone quarries.

An interesting excursion can be made from Inkermann along the valley of the Ouarizane to MAZOUNA (14 miles; motor services), a small town in the district of the Dahra, inhabited mostly by natives; the plantations are famous for many varieties of fruit. The motor coaches continue to *Renault* (a few miles farther on), a village of 400 inhabitants, mostly European.

Leaving Inkermann, the line goes to *Djidiouia*, or *St-Aimé* (164 miles), a small town of about 1000 people, near which is a barrage on the river, part of the general irrigation scheme of the district. Then follows *Les Salines*, or *Ferry* (176 miles), with sidings for the loading of salt from the hills and the nearby salt-lake of Sidi Bou Zian.

RELIZANE (184 miles; buffet) is the junction for Tiaret and Mostaganem. The town, which has a population of 14,000, stands on the site of the Roman *Mina*. The Jews and Muhammedans have their separate streets, shops and baths. Around the town considerable cultivation of fruit and cereals is carried on, made possible, in spite of the salty nature of the soil, by constant irrigation from the river *Mina*, near to the barrage on which (2 miles) are a few *Roman Ruins*.

[Branch line to *Zemmora* (15 miles), a large native village. Motor-coach services daily to Tiaret, Mostaganem, Arzew and Oran (p. 150).]

From *L'Hillil* (196 miles), the next station, an excursion can be made to the Berber town of *Kalaa des Beni Rached* (12 miles), and to *El-Bordj* (17 miles). These settlements lie on the west slope of the Djebel Barbar, in splendid scenery, and are surrounded by gardens.

PERRÉGAUX (215 miles) is the junction for Arzew, via Damesme, and for Mascara, Saïda, Aïn Sefra, Duveyrier and Colomb-Béchar, on the State Railway. There are two stations at Perrégaux, the P.L.M. and the State Railway, and between them there is an omnibus service (10 minutes). Perrégaux, founded in 1858 by the General of the same name, is a large and prosperous commune of about 10,000 inhabitants. (Important Arab market every Thursday.)  $6\frac{1}{2}$  miles from Perrégaux is the famous *Barrage of the Habra*, on the Oued Fergoug, at the junction of three rivers: the Fergoug, the Terzoug and the Habra.

The length of the dam is 440 metres (over a quarter of a mile), the thickness at the base 40 metres (124 feet), and it forms a lake capable of holding nearly sixteen million cubic yards of water. In December 1881 the barrage gave way suddenly in the night. More than 400 persons lost their lives in the flood. The barrage was reconstructed at a cost of 5,000,000 fr.

ST-DENIS-DU-SIG (230 miles), a town of 10,000 inhabitants and an important agricultural centre, is situated on a rich and well-irrigated plain of great fertility, producing wheat, barley, oats, colza, cotton, flax, tobacco and vines. The *Barrage of the Sig* irrigates an area of over 17,000 acres.

*L'Ougasse* (233 miles) is followed by *La Mare d'Eau* (237 miles), a small village near the Forest of Muley Ismail (21,000 acres); Muley Ismail, the Moroccan Sultan, was defeated here in 1797, and his army destroyed. In 1835 the French colonel Oudinot was killed in an action near the village.

STE-BARBE-DU-TLÉLAT (245 miles) is the junction for the West Algerian line for Sidi-Bel-Abbès (buffet), Tabia (for Ras-el-Ma, p. 158), and Tlemcen (p. 158). Ste-Barbe-du-Tlélat (population 2292) is a pretty village on the Oued-Tlélat, in a fertile district, producing cereals, olive, mulberry and other fruit trees. An Arab market is held every Tuesday. Near the village of *Arbal*, situated in the hills at some distance from the station of that name (251 miles), are many Roman ruins.

*Valmy* (255 miles), situated on the site of the Camp du Figuiér, is celebrated in the history of the conquest of Algeria. The present village (population 900) was founded in 1848, and is situated at the eastern extremity of the Sebkhah of Oran, a large salt lake. *La Sénia* (258½ miles), the last station before Oran, is the junction for the West Algerian line to Aïn-Témouchent (thence omnibus to Tlemcen—p. 158—via Aïn-Kial and Pont de l'Isser).

Oran (262 miles).

## ORAN

Oran is situated at the head of the gulf of the same name, 600 miles south-west of Marseilles and 220 miles east of Gibraltar. A town of 150,000 inhabitants, of whom about 40,000 are French, 58,000 Spanish, 20,000 Jewish and 32,000

Muhammedan, it is the capital of the department of Oran and a port handling a large trade. Imports are chiefly manufactured goods, produce, coal, cotton, oil and petroleum. Exports are cereals, esparto grass, cattle, marble, wine, tan-bark and fibre. The old and new harbours are formed by an inner and outer mole, with a jetty some 7000 feet long. The old harbour covers only about 12 acres, but the new outer harbour is well equipped with quays and wharves.

The climate of Oran is cool in winter, very hot in summer, and there is an absence of country suburbs with villas and gardens, such as are found in Algiers. Except for two ancient towers, with here and there an old piece of wall and an escutcheon bearing the Spanish coat-of-arms, there are no remnants of its past splendour left. The streets are wide and commonplace; the barracks are very dismal looking.

*Hotels.*—Continental; Grand; Terminus; Bristol; Central; Europe; Excelsior; Gallieni; Lutetia; Marceau; Progrès; Royal; Touring Club. *Restaurants.*—At most hotels, and L'Etoile, Guillaume-Tell, Jeanne-d'Arc. *Taxis.*—At harbour and Place d'Armes, or plying in streets. *Motor-Coach Services.*—To Tlemcen, Oudjda, Sidi-bel-Abbès, Mascara, Tiaret, Mostaganem (Transports Bendimered, Boulevard National).

*Railway Stations.*—Central, in the Boulevard Marceau, for trains to Algiers and Ain-Témouchent. *Arzew* for Damesme, Perrégeux, Ain-Sefra, Béni-Ounif-de-Figuig and Colomb-Béchar. There is also a Harbour Station for goods. *Post and Telegraph Office.*—Rue d'Alsace-Lorraine. Branch offices at Boulevard Malakoff, Eckmühl, St-Eugène, etc.

*British Vice-Consul.*—20 Rue d'Orléans. *United States Consular Agency.*—14 Rue Charles-Quint.

*Wagons-Lits/Cook Office.*—Boulevard Seguin (Hôtel Continental).

*Theatres, etc.*—Municipal Theatre in the Place d'Armes; Municipal Casino, Rue de Turin, near the Promenade de Létang; Alhambra, Rue d'Arzew. Summer Theatre and Circus, Boulevard National. Hippodrome at St-Eugène.

*Electric Trams.*—Eight lines leave the Palace d'Armes every five or ten minutes, from 6 a.m. or 7 a.m. until 9 p.m. or 8.30 p.m., according to the season. The routes are:

1. To the Custom House Quay.
2. To the Ste-Thérèse Jetty.
3. To Eckmühl-Noiseux.
4. To the European Cemetery.
5. To the Railway Station (Karguentah).
6. To St-Eugène.
7. To Gambetta.
8. To Mers-el-Kébir.

*Steam Trams.*—From the Boulevard Mascara to Hammam Bou-Hadjar (44½ miles in 3½ hours).

*Steamers* sail regularly from Oran for the following ports: Marseilles; Barcelona; Port-Vendres; Gibraltar; Tangier; Casablanca.

Oran was founded in 903 by Muhammed Ben Abdun. In the course of half a century it was governed by no less than nine different rulers of several nationalities. The city was burnt in 1055, but rose again, attaining great prosperity under the Beni Zujan or Zean of Tlemcen. According to Alvarez-Gomez, there were in Oran in the year 1437, 6000 houses, 140 mosques, a number of schools worthy of the famous colleges of Córdoba, Granada, and Seville. In 1509 Oran was attacked and stormed by the Spaniards, under the leadership of Cardinal Ximenes. More than one-third of the Mussulman population was put to death, and the remainder carried away to Spain as captives, or imprisoned. The town was pillaged, and a considerable amount of money and booty fell into the Spaniards' hands. The headquarters of the Province of Oran were then transferred to Mascara. In 1708 the Dey of Mascara, Mustapha Bu Chelarem, succeeded in driving the Spaniards out of Oran after a memorable and bloody assault. In 1732 Philip V of Spain sent an army of 25,000 men to the coast of Africa to retake Oran from the Moors. The place capitulated after only six hours' resistance, and formed henceforward an integral part of Spanish territory for sixty years.

In 1790, after the occurrence of an earthquake, which destroyed most of the buildings and houses of Oran and caused considerable loss of life and property, Muhammed el-Kebir, Dey of Mascara, laid siege to the place and invested it closely for fourteen months, until, in 1791, an arrangement having been entered into between the regency of Algiers and the Spanish Government, Oran capitulated, with the honours of war. The Spaniards delivered the town to the Turks, and were themselves allowed to retire with their guns, treasures, and property. The troops and inhabitants were transported to Cartagena.

Oran was occupied by the French for the first time in 1831. Marshal Clauzel, in the name of the French Govern-

ment, ceded the town to the Bey of Tunis, but this arrangement not having been ratified by the French Parliament, Oran was taken possession of a second time on the 17th August, 1831, and has ever since remained in the hands of the French.

The *Cathedral of St Louis*, close to the Military Hospital, was an ancient mosque, which was first transformed into a monastery by Cardinal Ximenes, and eventually into a church dedicated to "Our Lady of Victories." From 1709 to 1731 it was used as a synagogue, and then fell into ruins until restored by the French in 1839. In the choir roof is a valuable fresco, representing the entry of St Louis into Tunis. Near the Place d'Armes (Boulevard Magenta) a new Cathedral has been built (1915).

The *Great Mosque* in the Rue Philippe (La Grande Mosquée, or Mosquée du Pacha) is a charming building, with an exquisitely carved little minaret. A marble court, with a handsome fountain in the middle and an arcade around it with a double row of columns, forms the entrance hall. This court leads into the mosque, which is in pure Moorish style, and very richly decorated.

The *Mosque of Sidi el-Haouri* is situated at the foot of the hill on which stands the Cathedral of St Louis. This mosque was built in 1800 by Bey Othman, son of Muhammed El-Kebir, Bey of Mascara. Its minaret, decorated with a treble row of delicately-carved arcades, dominates the koubba or dome of the mosque.

The steep and beautiful walk to *Santa-Cruz*, a spur of Mount Mourdjadjo, should be undertaken; it is not by any means so formidable as it looks from below. There is a good and well-defined path which leads up from the Porte du Santon, behind the cathedral. Those who wish to ride up to it can obtain horses for the purpose. The fort of St-Grégoire can be visited on the way, also a little chapel erected in 1849 after a severe visitation of cholera. Close by is a tower 75 feet high, surmounted by a statue of the Virgin. The fort of Santa-Cruz is perched on the highest point of the mountains behind the town, and commands a view over the whole country and the sea-board; so that on clear days the coast of Spain can be distinguished. The splendid panorama from the platform

(gratuity) at the top amply compensates the sightseer for the trouble of the climb. The ascent occupies about an hour, the distance being only two miles. Its highest elevation is 1932 feet. An underground passage connects the fort with the Château-Neuf, the military headquarters. On the summit of Mount Mourdjadjo is a well-equipped observatory. (For permission to visit apply to the Syndicat d'Initiative de l'Oranie at 12 Boulevard Gallieni.)

Roman medals, belonging to different epochs, have been found in abundance in the neighbourhood, and archaeologists are at issue as to whether or not Oran stands on the site of the *Quisa Xenitana* of Pliny. All, however, are agreed that the present modern village of Mers-el-Kebir is on the very spot where stood *Portus Divinus*; also that the Oued-el-Malah, or Salt River, in the environs of Oran, which the Spaniards still name El Rio Salado, is the *Flumen Salsum* of the Romans.

The old *Spanish Forts* and walls of Oran are fine specimens of masonry and were nearly all built by convicts. At the eastern end of the Kasbah may still be read the inscription (here translated from the Spanish):—"In the year 1589, without costing his Majesty any more than the value of the timber and scaffolding, this has been erected by Don Pedro de Padilla, H.M. Captain-General and Grand Justiciary of these parts, by his diligent aid and good services." The convicts got the stones from the quarries and built the Kasbah. On the postern gate (Porte d'Espagne) near the Kasbah there are curious but superb Spanish escutcheons.

Oran was for many years the port of deportation of the Spanish kingdom. There was a garrison of 6600 men, and about 5000 *puridarios*, or felons. There were but 3000 Spanish inhabitants. Many of the exiles, being banished for political reasons, bore aristocratic names, and had plenty of money; they brought with them the fashions and manners of the Spanish Court, and Oran gained the sobriquet of La Corte Chica, "The Little Court."

The *Promenade de Létang* (named after a French general), planted with palm-trees, pines, etc., commands a very fine view: on the north, the harbour and roadstead; on the west, the lower part of the town, the Mourdjadjo (with Santa Cruz and the Chapel of the Virgin), and



Mers-el-Kebir ; on the east, the cliffs, Canastel and the Pointe de l'Aiguille and the Djebel-Kahar (Mountain of Lions).

The ravine which divided Oran has been of late years nearly all filled up, and the Mosque and Karguentah quarters joined to Oran proper. The principal thoroughfares are the Boulevard Oudinot, Place d'Armes (with a monument erected 1898 in memory of the fight at Sidi-Brahim near Nemours in 1845, see p. 163), Boulevard National, Place de la République, Place Kléber, Boulevard Malakoff, Rue Philippe, and Boulevard Seguin.

The band of the Second Regiment of Zouaves plays twice a week in the Place de la République. A visit should be paid to the negro quarter (between the Boulevard d'Éna and the Tlemcen and Mascara Gates).

The *Bains de la Reine* (Hammam Sultana) are situated nearly 2 miles from Oran, on the road to Mers-el-Kebir. An hotel and a café are attached to the establishment. These are the thermal springs of Jane, daughter of Queen Isabella of Castille, which are still used by the Arabs and Europeans, especially for cutaneous diseases. At the end of a narrow path is a grotto, in the heart of the quartz rock, from which the waters (temperature 130° Fahr.) rush out into a cistern at the rate of 66 gallons a minute. The water is rather salt, but very clear and pure. The Thermal Establishment below is divided into bathing-rooms, with private baths, and also douches and separate bathing-places.

The small town of *Mers-el-Kebir* (about 3 miles beyond the Bains de la Reine) contains about 3000 inhabitants (nearly all of Italian origin) and is picturesquely situated on the slope of the rocky point to the west of the citadel overlooking the bay. The drive to Mers-el-Kebir makes a pleasant excursion from Oran (electric tram to Mers-el-Kebir and Aïn-el-Turk). It is a magnificent anchorage, protected on all sides save one, where the soil has been artificially extended by a jetty. The harbour and village are strongly protected by forts.

A drive to the *Ravin Vert*, or Oued Rehhi, is also pleasant. Excursions to the Bois des Planteurs and to several prosperous Arab villages may be made if time permits.

HAMMAM SELAMA.—Two hours by train from Oran on the Oran-Arzew-Saïda Railway, and  $2\frac{1}{2}$  miles from the station of Port-aux-Poules ( $34\frac{1}{2}$  miles), are the baths of Selama, overlooking the Mediterranean. The water is highly mineralised, warm and beautifully clear; the carbonic acid gas mixed with it causes it to rise in a sparkling jet of 12 to 40 feet above the ground. It has been proved beneficial for gout, rheumatoid arthritis, and eczema, and for throat, kidney, stomach, and intestine troubles. Taken internally, the water is slightly laxative, and an excellent diuretic.

Attached to the baths is a small hotel.

A little shooting, including wild duck, snipe, hare and partridge, is obtainable in the district, and sea fishing from the rocks and boats is within easy reach.

#### ORAN TO SIDI-BEL-ABBÈS, TLEMCCEN AND OUDJDA BY RAIL

[The distance from Oran to Oudjda is  $155\frac{1}{2}$  miles. There are two trains (with restaurant cars) daily, the journey taking  $6\frac{3}{4}$  hours. There is a slightly more frequent service to Sidi-bel-Abbès (49 miles), reached in 2 hours, and Tlemcen (103 miles), accessible in  $4-4\frac{1}{2}$  hours.]

Stations :—Oran, La Sénia, Valmy, Arbal, Ste-Barbe-du-Tlélat (junction for Algiers), St-Lucien, Lauriers-Roses, Oued-Imbert, Les Trembles, Prudon (Sidi Brahim), Sidi-Bel-Abbès (buffet), Détrie (Sidi Lhassen), Palissy (Sidi Khaled), Boukanéfis, Tabia (junction for Ras-el-Mâ-Crampel), Taffaman, Descartes, Aïn-Tellout, Lamoricière, Oued-Chouly, Aïn-Fezza, Tlemcen, Mansoura, Aïn-Douz, Zelboun, Turenne, Sidi-Medjahed, Tralimet, Lalla-Maghnia, Zoudj-el-Beghal.

*For alternative route to Tlemcen, see p. 163.*

**Sidi-Bel-Abbès** is the only important station on the line between Oran and Tlemcen. It is but 49 miles from Oran, and well deserves a visit. Founded in 1843 by General Bedeau, as a garrison to keep the neighbouring tribes in check, it was attacked in 1845 but was saved by an heroic defence by members of the hospital. Population, about 37,000, including about 16,000 French,

10,000 other Europeans and 8800 natives. Sidi-Bel-Abbès is built in the shape of a rectangle, surrounded by walls and bastions on the four sides. Four gates give access to the city—the Gates of Oran, Daya, Tlemcen and Mascara. The town owes its rapid development and prosperity to agriculture, being situated in one of the most fertile districts of Algeria.

*Hotels.*—Victoria ; Continental ; Metropole.

*Post Office.*—Rue de Tlemcen.

*Motor-Coach Services* (Bendimered), to Oran, Tlemcen, Oudjda and Saïda.

*Entertainments.*—Theatre ; several cinemas ; *café chantant*.

The principal street, the Rue Prudon, cuts the town into two distinct portions, the military quarter and the civil quarter.

The military quarter is the western part. It contains the various barracks of the troops stationed at Sidi-Bel-Abbès, the Commissariat, the Hospital, and the Military Club (10 Rue Prudon)—a cheerful house, surrounded by handsome gardens, where the famous band of the 1st Légion Etrangère plays six times a week.

The Rue de Tlemcen is the principal street of the military quarter. The town proper, situated east of the Rue Prudon, contains several modern public buildings, such as the Theatre, the Mairie, the Tribunal de Police Municipale, the College, the Church, a Mosque, and a Synagogue. Important streets are the Rue Montagnac, Rue de Jérusalem, Rue de Mascara, and the Rue des Ecoles. The Place Carnot is a fine square, with the Palais de Justice and Prison adjoining it.

Sidi-Bel-Abbès has several faubourgs outside its walls. They are : the Mekerra, the Village Nègre, the Village Espagnol, the Faubourg des Palmiers and the Faubourg Thiers. The Promenade Publique is a magnificent promenade shaded with beautiful trees. The *Roman Fountain*, in the Mekerra quarter, is an exquisite mixture of Roman and Arab architecture.

[Branch-line (25½ miles in 1¾ hours) to *Mercier-Lacombe*, where there is a considerable European colony.]

Four stations beyond Sidi-Bel-Abbès, at Tabia (where the line turns off to Tlemcen), a railway continues through the valley to *Chanzy* (with thermal springs and numerous Roman remains), and

via a district of thickly planted forests, along the river Mekerra, to *Magenta*, surrounded by mountains. The line then enters the region of the High Plateaux and of the alfa grass, and ends at *Ras-el-Ma-Crampel* (48 miles), at the foot of Djebel Beguira (4622 feet). A great contrast is afforded by the view from the summit. On the north are the forests of Daya and Magenta, and on the south the sea of alfa grass, an expanse without a single tree.

Three stations beyond Tabia the train arrives at LAMORICIÈRE (89 miles from Oran), an important village of about 2000 inhabitants. Near it are the remains of a Roman camp. The Arab market is on Monday. The site is one of the finest in Algeria. The fertile valley at the west is bordered by a chain of small mountains, over which the sunset effects are incomparably grand.

Beyond Lamoricière the character of the scenery changes; the country is more wooded, and the various views of the Lella-Setti Mountain are refreshing to the somewhat tired traveller. Then, bearing northward, the train passes over the beautiful cascades of El-Ourit (see p. 161), crosses the Saf-Saf ravine, and traversing numerous plantations of olive, fig and other fruit trees, arrives at Tlemcen (103 miles).

**Tlemcen**, a town of 44,000 inhabitants (including 19,000 natives and 6000 Jews), and the principal city of a subdivision, is situated near the foot of the mountains at an altitude of 2400 feet above sea-level. Since the French occupation, with the attendant development of the surrounding territory, Tlemcen has regained its historic prosperity, carrying on a considerable trade in cereals, grass, olive oil, and cattle. As a resort, Tlemcen steadily increases in popularity; it is the most attractive city in the department of Oran, and has an excellent climate, both summer and winter.

*Hotels.*—Des Voyageurs; Transatlantique; Regina; de France; Progress; Rivaud; Marguerite.

*Motor-Coach Services* (Bendimered), to Marnia, Oudjda, Nédroma, Nemours, Oran, Mostaganem, Mascara, Saïda, Sidi-bel-Abbès, Tiaret, Frenda, etc.

*Taxis* and horse cabs are available.

Tlemcen is the *Pomaria* of the Roman, a military post of some importance in the colonisation of North Africa. The present town, founded in the 11th century, was first called *Tagart*, becoming the capital of the Moghreb and falling to a succession of rulers: the Idrissides, Almohades, Turks and French. Its zenith came in the

reign of the Merinides, during the 14th century. At the height of its prosperity, Tlemcen was a highly organised and well administered town; but in the 16th century it lost much of its importance. French occupation dates from 1842.

Within the walls, the town is built along well-defined and modern streets, which cross at right angles. The principal thoroughfares are: the Rue de Sidi-Bel-Abbès, leading from the Bou-Médine Gate; the Rue Kaldoun, which leads from the Abbatoir Gate to the Boulevard National and to the Oran Gate; the Rue Haëdo, from the Fez Gate; the Rue de Paris and the Rue Ximénès, both running from the Porte des Carrières.

From the station you take the Avenue de la Gare to the Bou-Médine Gate and follow the Rue de Sidi-Bel-Abbès to the *Méchouar*, a 12th-century citadel, formerly the residence of the Sultans, and now transformed into military quarters. The mosque, now the chapel of the military hospital, may be visited; its minaret is nearly 100 feet high. The Rue du Théâtre leads past the Place des Victoires to the Place de la Mairie and the Place d'Alger, in which stands the 12th-century GREAT MOSQUE (may be visited—slippers provided at entrance; gratuity). This well-preserved mosque is the burial place of Ahmed Ben Hassan, whose sanctuary stands nearby.

Supported by seventy-two columns, the building has eight doors, visitors entering by the east door. The large arcaded court, built of onyx, has a good fountain in the centre. The interior is dark and severe. The mihrab, in an arched recess, should be noted. From the square minaret (112 feet high), brick-built and decorated with pillars and faience, there is an excellent view.

Nearby is the 13th-century *Mosque of Sidi Bel Hassan*, now transformed into a museum (entry permitted). The collection of antiquities is of only secondary importance, except for the geological specimens. The building itself, however, is a satisfying piece of architecture. The former prayer-chamber is divided into three sections by rows of horse-shoe arches supported on onyx columns. The ceiling of cedar and the mihrab, considered to be the finest in existence, are noteworthy.

The *Jewish Quarter*, which lies between the Great Mosque and the *Méchouar*, is uninteresting architecturally; but (particularly on Saturdays) it reveals some

picturesque life. From the museum you take the Rue Haëdo to the *Mosque of Sidi Brahim*; in a *koubba* is the tomb of the saint. The barracks of Gourmellat are close by. In the Rue Haëdo, near the Fez Gate, is the 14th-century *Oulad-el-Imam Mosque*, remarkable for its minaret, with coloured tiling. Near to it is a *Medersa* in modern style. At the Fez Gate, within the walls, are the cavalry barracks, and just outside the walls is the basin of *Sahrij*, a reservoir of 60,000 cubic metres, now dry.

Returning to the Place de la Mairie, you take the Rue de Mascara, to the left of which is an interesting locality, with remains of the former *Kissaria* (quarter of the Christian merchants). Following the street, you come to the *Mosque of Sidi Senussi*. Outside the walls, close to the north-east quarter of the town, is the *Mosque of Sidi el-Haloui*, dating from the 14th century (entry permitted; gratuity). The minaret is exceptionally good. The interior is richly decorated; in the prayer chamber, note the fine onyx columns.

EXCURSIONS.—*Agadir and the Bois de Boulogne* (2 hours).—Leaving Tlemcen by the Abbatoir Gate, you follow signs indicating the direction of *Agadir*, the actual site of *Pomaria* (p. 158). There are a few ruins of the settlement, remains of the old fortifications and a 13th-century minaret, all that stands of the *Mosque of Agadir*. A little farther on is the *Tomb of Sidi Daudi Ibn Nacer*, an 11th-century saint, patron of the town. Rounding the station on the return journey, you pass the *Muhammedan Cemetery*, with the tomb of Sidi Yakub, the *koubba* of Sidi Sidi el-Uahhab and the tomb of the Sultana (12th-century) and travel through the sacred wood of Sidi Yakub or *Bois de Boulogne*.

*Mansoura* (1½ miles west of Tlemcen).—This is a half-day excursion; carriages or cars can be hired at Tlemcen for the journey, or it can easily be made on foot. You leave Tlemcen by the Fez Gate and the Lalla-Maghnia road. On the way you pass the *Sanctuary of Sidi Bou Djema* and the *Bab el-Khemis* (¾ mile).

MANSOURA was built by Abu Yakub in the 13th century, during the seven years' siege of Tlemcen. At its foundation, Mansoura was a great and complete city, with mosques, baths and massive fortifications. The fortifications still enclose an area of 300 acres, and were 5 feet thick, 39 feet high, with towers at intervals of 125 feet. On the fall of Tlemcen Mansoura was abandoned. The tower of the *Mosque* (restored), 125 feet high, is divided into three arched storeys, decorated with glazed tiles and onyx pillars. A small village is to the west, with ruins of the 14th-century *Palace* or Abu el-Hassan.



*Sidi Bou-Médine*, or *El-Eubbad* ( $1\frac{1}{2}$  miles).—You leave Tlemcen by the Oran Gate or the Bou-Médine Gate. Through the Muhammedan cemetery (see above) you come to a succession of olive groves, passing the *Koubbas* of Es-Senussi and Muhammed Ibn Ameur (14th century).

BOU-MÉDINE, approached by a steep path, is a small native village named after the saint Abu Mediyān (b. at Seville, 1126), a scholar of international reputation, who died on his journey to Tlemcen (1198) and was buried at El-Eubbad. The *Tomb* is famous for its bronze-work, and is richly decorated, with elaborate carvings. More imposing is the *Mosque*, rich in mosaics. A row of steps leads to a portico, with massive cedar-wood doors; note the bronze work. Beyond is the open court of the mosque, which is divided into four naves and contains a splendid mihrab. The tiled minaret, at the right of the porch, is mounted by 72 steps and commands an excellent view. Nearby is the *Medersa*, with fine tiling and a domed roof. Both buildings date from the time of the Merinide dynasty (14th century).

EL-OURIT ( $3\frac{1}{2}$  miles) is reached from the Bou-Médine Gate by the Sidi-bel-Abbès road. Here are picturesque waterfalls—not of great volume, but of considerable height—which are particularly beautiful in the spring, when the fruit trees are in bloom. Two miles farther east from El-Ourit are the stalactite caves of *Beni-Haad* (just beyond the village of *Aïn Fezza*, where guides for the grottoes can be engaged).

*Sebdou and the Hafir Forest* (24 miles) can be reached by daily motor-coach service from Tlemcen, passing Mansoura, to Terni, from which a road leads directly to the oak forests.

The scenery between Tlemcen and Lalla-Maghnia in many places is very wild and picturesque and it is well worth while for travellers to devote two days to a visit to the latter place and Oudjda, returning to Lalla-Maghnia to sleep.

LALLA-MAGHNIA (140 miles) is a prosperous village and the headquarters of a military post, lying and about 9 miles

from the frontier of Morocco. The village, occupying the site of the Roman *Numerus Syrorum*, is protected by a redoubt constructed in 1844, and has an important market on Sunday, where cattle, horses, wool, wine, and cereals are disposed of. The presence of Moroccans at these markets adds considerably to their interest for travellers. The entire commune of Lalla-Maghnia covers an area of 335,000 acres, with a population of about 39,000. In the square is a notable monument to the French soldiers killed in border warfare in 1859, 1907-8.

Excursions can be made from Lalla-Maghnia to *Gar Rouban* (21½ miles) where there are valuable silver-lead mines. *Gar Rouban* being in Moroccan territory, permission should be obtained and inquiries should be made at the *bureau arabe* at Oudjda before the excursion is undertaken.

[*From Lalla-Maghnia to Nemours* (30 miles ; by motor bus daily in about 3 hours). The road from Lalla-Maghnia goes north, crosses the river Mouïla, through a pleasant country up the range of hills of Bab Tazza, which commands a fine view over the plains of Nédroma and the mountains of Morocco. The descent passes through valleys to the 13th-century Berber town of *Nédroma*, in an admirable situation surrounded by gardens, orchards and olive-trees (population 5000). There are manufactories of carpets, haïcks, burnouses, and Berber pottery. A largely attended market is held on Mondays and Thursdays. The date of the origin of this town is uncertain. Remains of old walls flanked by four towers still exist. There are ten mosques, the oldest of which dates from A.D. 1082, according to an inscription now in the Algiers Museum.

To the south-east and within a short distance of the village are some interesting grottoes.

Leaving Nédroma by the plain of Mézaourou, the road passes rocks with caverns which were formerly inhabited, and leads through gardens to Nemours.

NEMOURS, the *Ad Fratres* of the Romans (so-called from the two rocks about 250 yards from the shore), the *Ghazouat* of the Arabs, and a nest of robbers and pirates under the Turkish government, is a bright little town of about 3000 inhabitants, re-established in 1844, chiefly as a military post on the frontier of Morocco; from which it is only 22 miles distant. The streets are wide, shaded with

trees, and well kept. The climate is temperate, and the shore has a splendid sandy beach. On the quay is a monument commemorating an engagement with the Beni-Snassen at Bab-el-Assa in November 1907. About  $7\frac{1}{2}$  miles to the south-west is the koubba of Sidi-Brahim, where, in 1845, Colonel Montagnac and 416 soldiers were entrapped by Abd-el-Kader into an ambushade, and all but a dozen men annihilated. A monument to their memory has been erected by the government in the *Vallée des Jardins*, about a mile from Nemours.]

Zoudj-el-Beghal station, on the Moroccan frontier, is about  $6\frac{1}{2}$  miles beyond Lalla-Maghnia, and 9 miles farther on is *Oudjda* (p. 95).

#### ORAN TO TLEMCEM VIA AÏN-TEMOUCHENT

To Aïn-Temouchent by rail,  $47\frac{7}{8}$  miles. Aïn-Temouchent to Tlemcen by motor coach, 41 miles. Stations: Oran, La Sénia, Misserghin, Brédéa, Bou-Tlélis, Lourmel, Er-Rahel, Rio Salado, Chabet-el-Leham-Laferrière, Aïn-Temouchent.

The train first passes over the Oran-Algiers line to La Sénia (junction), then branches off on the West-Algerian line, passing an immense salt lake to *Misserghin*, a charming village of more than 4000 inhabitants, the nucleus of which was conceded, in 1851, to the Abbé Abram, who established an orphanage and an asylum for old men.

At a distance of  $2\frac{1}{2}$  miles from Misserghin is the "Ravine of the Virgin," a lovely spot, the source of the streams to which Misserghin owes its verdure.

At the next station, *Brédéa* is one of the sources from which Oran derives its water supply. Other stations are passed, and the train reaches *Er-Rahel*.

Omnibus three times a day in each direction between Er-Rahel and *Hammam-bou-Hadjar*, known to the Romans. The baths ( $165^{\circ}$  Fahr.) are also accessible by steam tram from Oran,  $44\frac{1}{2}$  miles in  $3\frac{1}{2}$  hours.

*Chabet-el-Laham-Laferrière* (the "Defile of the Flesh") is said to have been the scene of a terrible disaster in 1543, when a body of Spaniards, going to the relief of Tlemcen, were slaughtered, and only thirteen escaped.

AÏN-TEMOUCHENT, the terminus of the line, is a busy, prosperous town with about 9000 inhabitants, built on the ruins of Roman *Timici*, of which numerous bas-reliefs, statues, portions of columns, coins, etc., have been found. The town is planted with avenues of trees, and the gardens and orchards are well cultivated, being watered by the river Senan. The vineyards are of the very finest description. Aïn-Temouchent was one of the places attacked by Abd-el-Kader in 1845.

From Aïn-Temouchent the journey to Tlemcen (41 miles) must be continued by motor coach (daily services), passing Aïn-Kial ( $8\frac{1}{2}$  miles), Pont de l'Isser ( $20\frac{1}{2}$  miles) and Saf-Saf (38 miles). The only noteworthy objects *en route* are the quarries of Algerian onyx, near Aïn-Tekbalet, at a farm named Joignot, from which is obtained a splendid view of the valleys of the Isser and Oued Abdeli, as well as of the plains and distant mountains, on a spur of which are seen Sidi Bou Médine and Tlemcen.

The road descends rapidly by the river Isser to *Pont-de-l'Isser*, a commune of 3800 inhabitants, when soon are seen the white mosques, minarets and towers of Tlemcen (p. 158).

#### ORAN TO MOSTAGANEM, TIARET AND TRUMELET BY RAIL

Distance, 186 miles. From Oran to Damesme, see p. 167. Stations beyond Damesme: Saint-Leu, Port-aux-Poules (see p. 168), La Macta, Noisy-la-Stidia, Rivoli, Mazagran, Mostaganem, Pélissier, Merzouka, Bel-Hadri, Aïn-Tédelès, Oued-el-Kheir, Mekalia, Sidi-Khelatab, Bel-Hacel, Relizane [junction for the P.L.M., Oran-Algiers line, and for Uzès-le-Duc (Fortassa)], Zemmora, Prévost-Paradol (Méchérasfa), Aïn-Sarb, Séfalou, Tagdempt, Tiaret, Trumelet.

MOSTAGANEM ( $55\frac{1}{2}$  miles) is on the sea-coast (population about 27,000). The European quarter, broad, clean, and healthy, is surrounded by large gardens and orchards.

It is thought to have been a seaport, *Portus Magnus*, in the time of the Romans, and in the reign of the Emperor Gallienus was visited by a tremendous earthquake. The town was seized by the French in 1835, to prevent its falling into the hands of Abd-el-Kader, but it was

allowed to be governed by a native Bey until 1840. Mostaganem is now an important trading centre, and the chief district of an admirable agricultural country. The harbour is not well sheltered from the north and west winds.

[Near Mostaganem are the caves of the *Ouled Riah*, in which a massacre of natives took place in 1845.

A pleasant drive of eight miles from Mostaganem can be made to the French village of *Aïn-Bour-Dinar*, above the valley of the Chelif; the river is seen 500 feet below.]

From Mostaganem to Tiaret is a journey of 120 miles by rail, passengers changing carriages at Relizane (102½ miles; p. 149), on the main Oran-Algiers line.

Travellers who do not propose going to Mostaganem, but wish to visit the extraordinary monuments called the *Djedars* (see below), near Tiaret, can do so by going from Oran or Algiers by rail to Relizane, and thence to Tiaret (see below).

Between Relizane and Tiaret are seen tombs and koubbas of local saints, Roman ruins, etc., and at about four miles from the station of *Prévost-Paradol* (*Méchéra-Sfa*) are a number of megalithic monuments, called *Souama*. (These can be visited in a day from Tiaret.)

TIARET is built on the site of the Roman city of *Tingartia*. It stands on an elevation 3550 feet above sea-level, on the slopes of the Djebel Guezoul, between two ravines; the panoramic view from the Military Club is superb. The town (population about 14,500, including nearly 7000 Europeans) is surrounded by a bastioned wall with three gates, and the country abounds in ruins of small Roman dwellings. Its altitude and the frequent rains give it a pleasant and mild climate. The place was seized in 761 by the Arabs, who made it their local capital. French influence here dates from 1843. The district is famous for its breed of Arab horses; an important fair is held every Monday.

THE DJEDAR are visited from Tiaret (21¾ miles), the excursion by automobile occupying the whole day—with-out, however, involving more than two miles walking. There are two groups of monuments, and the first of these consists of three Djedar built on three peaks of the Djebel el-Adjdar. These can be entered, and the sepulchral chambers explored. Very little is known as to

the origin and history of the tombs. They probably date from the fifth to the seventh century, and are the tombs of a native dynasty, Christian in religion, which was swept away with the Arab invasion.

Some of the Djedar are in a fair state of preservation, and the general form of all of them is the same. They are built of cut stone on a square base 10 or 12 feet high, and 100 or 110 feet square, surmounted by a pyramid, of which the first step is very much deeper than the others. On the east side a flight of steps led up to the platform, in the centre of which a door gave access to the pyramid. A wide straight passage led to the sepulchral chambers, which were roofed with stone and shut off from each other by stone doors.

Travellers wishing to explore the second group of Djedar at *Frenda* (34 miles from Tiaret; accessible by motor coach), can, if so disposed, continue by road to Mascara (motor service), 69 miles distant, a long and tiresome journey, with no public accommodation *en route* (p. 168).

From Tiaret the railway runs 10½ miles eastward to its terminus at *Trumclet* (market, Wednesdays).

*Oran to Beni-Saf*.—The journey to Beni-Saf is now made by rail from Tlemcen (37 miles)—for route to Tlemcen, see p. 156. Another route to Beni-Saf is by automobile (about 19 miles) from Aïn-Temouchent (p. 163), passing the villages of *Trois Marabouts*, peopled by Protestants sent from Lyons in 1880, and *Guiard*, founded in the same way in 1891. The road from Beni-Saf to Nemours (about 43½ miles) lies along the coast, but there is no public conveyance. Arrangements must be made for horses or mules (the muleteer acting as guide), and the journey can, if necessary, be accomplished in one day. It is, however, better to devote two days, the night being spent at *Rhar-el-Maden*. *Nemours* (p. 162).

#### ORAN TO ARZEW, MASCARA, SAÏDA, AÏN-SEFRA AND COLOMB-BÉCHAR BY RAIL

For journey from Oran to La Macta (junction for for Relizane and Tiaret) see p. 164. Stations beyond La



Macta : Débrousseville, Ferme-Blanche, Perrégaux, Bar-rage Oued-Fergoug, Dublineau, Bou-Hanifia-les-Thermes, Tizi (for Mascara), Thiersville, Taria, Charrier, Franchetti, Nazereg-Flinois, Saïda, Aïn-el-Hadjar, Kralfallah, Muley-Abdelkader, Modzbah, Kreider, Bou-Ktoub, El-Biod, Méchéria, Naama, Mékalis, Aïn-Sefra, Tiout, Moghrar, Djénien-bou-Rezg, Duveyrier-Oued-el-Assi, Béni-Ounif-de-Figuig, Ben-Zireg, Hassi-el-Haouari, Colomb-Béchar.

From Oran to Colomb-Béchar is a long journey of 465 miles, viz. : Oran to Damesme, 26 miles ; Damesme via Tizi (junction for Mascara) to Aïn-Sefra, 280 miles ; Aïn-Sefra to Colomb-Béchar, 159 miles.

There are three trains a day from Oran to Damesme (for Arzew), two trains a day from Oran to Saïda, but only one through train from Saïda to Colomb-Béchar, on Monday, Thursday and Saturday.

Restaurant-car by the evening (daily) train from Oran to Saïda, and on Monday, Thursday and Saturday evening a sleeping-car is attached to this train, which performs the journey to Colomb-Béchar in about 22½ hours. If this service is not utilised travellers must pass the night at Saïda. The other through train to Saïda leaves Oran in the early morning, reaching Saïda in the afternoon.

If the traveller has not visited Mascara, he can do so by coming from Oran or from Arzew (or from Algiers) to stop at Perrégaux a night, visiting Mascara early next morning, changing trains at Tizi, returning to Tizi by train from Mascara in the afternoon, and joining at Tizi the through train from Oran (see above).

The short line from Oran to Arzew passes at the foot of the Djebel Orous, and between the railway and the sea are several small villages. The stopping place, St-Rémy, has no station ; farther on are the prosperous villages of St-Cloud and Ste-Léonie ; at Kléber are the celebrated marble quarries of Djebel Orous or Arousse, and passing Damesme (where the narrow-gauge Etat line branches off for Perrégaux, Saïda, Aïn-Sefra and Colomb-Béchar) the line ends at Arzew.

ARZEW is a considerable town of 6200 inhabitants, founded in 1845 on the site of the Roman *Arsenaria*.

*British Vice-Consul* (also for Mostaganem).

The town is regularly built, and surrounded by walls pierced by two gates. A citadel was erected in 1863. There is a splendid natural harbour of 350 acres protected by a breakwater, which has recently been much improved by quays and appliances in keeping with the considerable business derived from the districts of Saïda,

Mascara, Relizane, and the alfa monopoly of the Société Algérienne. In 1831 Arzew was taken by Abd-el-Kader, retaken by the French in 1833, and became French by treaty in 1837.

Many important ruins are found in the immediate neighbourhood, and about ten miles south is the salt lake of El-Mellaha, covering 10,000 acres.

The first station beyond Damesme ( $3\frac{1}{2}$  miles from Arzew branch line) is *St-Leu*, near which is the Berber village of *Old Arzew*, where very interesting Roman ruins have been collected, some of which are in the Museum at Oran. Then follows Port-aux-Poules (p. 164). At *La Macta*, where the river Macta is crossed, is one of the few districts in which the sportsman will meet with a fair amount of game, such as wild duck, partridge and bustard.

Railway from La Macta to Mostaganem ( $18\frac{1}{2}$  miles) in about an hour (see p. 164).

*Perrégaux* (p. 149) is the next town of any importance. An excellent view of the Barrage for several miles is obtained from the railway, which skirts the lake and river.

The line now enters a fertile plain, and touches at small stations of no special interest until *Bou-Hanifa-les-Thermes* is reached. Close by are the hot springs and baths of the same name, frequented chiefly by Arabs. The water issues at a temperature of  $136^{\circ}$  Fahr.

The railway passes through very hilly country to *Tizi*.

[This is the junction for short lines of  $7\frac{1}{4}$  miles north-east to Mascara and  $9\frac{1}{2}$  south-west to Aïn-Fékan.

MASCARA (Hotels: Bourelly; Toulouse) is situated at an elevation of 1834 feet on a mountain of the Beni Chougran, called in Arabic *Chouareb er-Rih* ("Lips of the Wind"). The population is about 29,000. The vineyards now cover an area of between 7500 and 10,000 acres. The wine of Mascara is noted.

Mascara was the residence of Abd-el-Kader in 1837, and there in the Mosque of Aïn-Beïda, now a grain store, he proclaimed holy war. The town was taken by Marshal Bugeaud in 1841, and later Abd-el-Kader retired to Morocco.

The town is divided into two distinct quarters by the

Oued Toudman (a ravine converted into a public garden), which is crossed by four bridges. One part of the town east of the Oued Toudman, is called Mascara ; the other part is called Argoub-Ismail. The suburb of Bab-Ali is outside the walls. The neighbourhood is imposing and picturesque. The ground, most fertile everywhere, is shaded by noble-looking old trees ; the scenery is backed on all sides by hills and mountains of great elevation, with rocks and peaks covered with gardens and windmills. An important market is held twice a week.

*Saint-Hippolyte*, on the road to the marabout of Sidi Daho, is situated in one of the loveliest spots near Mascara, on the banks of the Oued-Sidi-Daho. The nursery at the entrance to the Egris Plain extends over a distance of 9 miles and fully deserves inspection.]

Resuming the journey from Tizi, you enter the valleys of the Oued Taria and the Oued Saïda, then the prosperous villages of *Franchetti* and *Nazreg*, rich in all kinds of fruit trees, are reached, the latter having near the station a fine stalactite cavern about 330 yards long, at the end of which runs a river. A few miles beyond the train stops at the busy station of SAÏDA, a fortified town of about 10,000 inhabitants, owing its rise and prosperity to the railway. It is situated on two rivers, about  $1\frac{1}{4}$  miles from the borders of the Hauts Plateaux, where Abd-el-Kader held the old Arab Saïda. A column has been erected here by the Foreign Legion in memory of the encounter with Abd-el-Kader.

Some charming excursions can be made in the neighbourhood of Saïda, and to those spending a day or two in the town a drive can be recommended to *Aïn-Tifrid*,  $17\frac{1}{2}$  miles, where in a lovely wooded gorge expanding gradually to a delightful valley are the imposing waterfalls of Tifrid.

Another excursion can be made to the ravine of *Sidi Salim*, an old fortified camp.

Leaving Saïda, the line makes a steep and sudden ascent, and passes around a series of curves until it reaches the Hauts Plateaux and the station of *Aïn-el-Hadjar*, the alfa depot of the Franco-Algerian Company. The town, situated 3358 feet above sea-level, has an air of comfort and prosperity. About  $7\frac{1}{4}$  miles beyond the line rises

to a height of 3778 feet, thence descending to Kralfallah, where occurred in 1881 a massacre of Spaniards by rebels.

At *Modzbah*, the Franco-Algerian Company has an immense territory covered with alfa; then, passing the village of *Sidi Khalifa*, the train continues to *Kre'der*, an oasis with thousands of aromatic trees planted by the soldiers. The well-kept little village is on the borders of the Chott-el-Chergui, an immense basin, 87 miles in length, covered with sand, saline deposits, etc. From the next station, *Bou-Kloub*, there is a motor service to *Géryville* (66 miles), a small military town of about 3000 inhabitants standing 1500 feet above sea level.

Crossing a portion of the depression for a distance of about  $7\frac{1}{2}$  miles, the line passes through a barren country to *El-Biod*, a fortified post well supplied with water, commanding the passage of the Chott-er-Rarbi. Rising gradually the railway again attains the height of 3804 feet at *Méchéria*, an abandoned village, now an important military post with a number of native dwellings; it is situated at the foot of the Djebel Antar.

Beyond *Méchéria* the country becomes more barren and rocky, with scarcely enough coarse grass to feed the large flocks of sheep scattered over the yellow desert. By way of the stations of Naama and *Mékalis* (the highest point of the line, 4310 feet) and with the mountains of Morocco in the distance, the line continues ( $21\frac{3}{4}$  miles beyond *Mékalis*) to Aïn-Sefra (308 miles from Oran.)

AÏN-SÉFRA, a town of 2000 people (700 Europeans) and an important military station, with barracks accommodating 5000 soldiers, is on the edge of the true Sahara. (Market on Monday.) The village is built on the side of a hill beneath which flows the Oued Sefra (Saffron River). Near the railway station, which is fortified, is the European settlement, beyond which, across the dry bed of the river, is the military encampment. The native village is to the south-west.

Continuing the journey southward toward Figuig, you come to *Tiout* ( $312\frac{1}{2}$  miles from Oran), a small *ksar* of narrow streets with mud-dried dwellings, in the midst of the desert. The delightful oasis, with large vines and palms, and peach- and almond-trees, is watered by a small lake. In the neighbourhood are curious coloured rocks, on which various animals, hunters, etc., are carved.

From here the line descends between the Djebel Djara, and the Djebel-Mekter, and after three stations reaches *Moghrar*, an oasis well watered by the Oued Nammou, producing an ample vegetation.

Leaving Moghrar, the line, passing at some distance from the Djebel-Mekter and the Djebel-Zaraf, continues for some 19 $\frac{1}{4}$  miles through a flat desert to *Djénien-bou-Rezg*, offering a charming contrast of scenery; and 20 $\frac{1}{2}$  miles farther arrives at *Duveyrier* (station Duveyrier-Oued-el-Assi). Duveyrier itself has nothing of interest for the visitor; it is an important military position and depot.

**Figüig** (*Beni-Ounif-de-Figüig*) is a district with seven separate *ksour* or fortress villages: Zenaga, El-Oudaghir, El-Abid, El-Maïz, Ouled Sliman, El-Hammam Foqani and El-Hammam Tahtani. The population of the district is about 18,000 and the various oases or plantations comprise a quarter of a million palm-trees, watered by irrigation from the *foqqara*, or underground channels, supplied by the source at Aïn Taddert. These plantations and the luxuriant gardens are supervised from watch towers and enclosed by high mud walls, which make casual observation difficult (but entry can usually be effected by tipping one or two natives). Besides dates, a variety of fruits and vegetables are cultivated, together with grape vines. Outside the plantations fair crops of cereals are raised. In the winter, the climate is pleasant and agreeable, but the summer months are torrid.

*The Railway* brings you to *Revoil*, which is in Algeria; the oases are in Morocco.

*Hotels*.—Transatlantique; du Sahara. *Horses and Mules* may be hired at the hotels. *Sport*.—Hunting is fairly good in the mountains: gazelle, moufflon, hare and partridge. Mountain climbing.

Figüig has never been an integral part of the Moroccan empire, but in some form or other maintained its independence, and during the French occupation became the refuge of dissidents, and it was not until 1903 that the district submitted. To-day it is governed by its own pasha, who represents the Sultan of Morocco.

There are several passes through the mountains which here separate Algeria from Morocco, the most direct being the Pass of Zenaga, between Djebel Zenaga and Djebel Taghla. Taking this pass, you come first to the ksar of Zenaga. There is a magnificent view from the farther side

of the mountains; and on the left-hand cliff of the pass are prehistoric carvings.

ZENAGA, the largest of the villages (population about 5000), is surrounded by palm groves. An excellent mosque stands in the central square of the town, and some native workshops are interesting. Above the town is the *Djorf*, from which a spectacular view of the "sea of palms" is to be had.

A road from Zenaga, passing the *Djorf* and the European quarter, leads to El-Abid, El-Oudaghir, Ouled Sliman, El-Maïz and El-Hammam. Of all the villages, EL-MAÏZ is the most attractive. It is entered by a single gate. The streets, narrow and vaulted, the *Mosque*, in a small square, and the small-windowed houses, have a distinctive character; and in spite of the absence of buildings of importance there is a charm and colour that is unforgettable.

*El-Hammam*, which is divided into two sections—*El-Hammam Fqani* (Upper Baths) and *El-Hammam Tahtani* (Lower Baths), takes its name from a thermal spring (112° Fahr.). It is a picturesque but melancholy village, with the same characteristically narrow and vaulted streets that are to be found throughout the district. The minaret of the small mosque is pleasing.

The most attractive feature of Figuig is its general appearance when seen from a height, and it is no exaggeration to say that it presents a range of colour that is not to be equalled. The vast plain, the mountains, the plantations and the austere and primitive villages present shades of unexpected softness.

Below El-Hammam, in a stony and arid patch, is the *Tomb* of Sidi Abd el-Kader Muhammed, the patron saint of Figuig.

Beyond Figuig the line continues to Colomb-Béchar (466 miles), the terminus of the railway.

COLOMB-BÉCHAR (*Hôtel de l'Europe*), in the centre of the Béchar oasis, is a town of 3000 inhabitants (of whom 500 are Europeans). Here the trans-Saharan service of motor-coaches starts (*Cie. Trans-Saharienne*). The route is to the Niger (Gao, Reggan, Timbuktu), across the Sahara by way of the Hoggar. Hotels and rest-houses are established *en route*.

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ALGIERS TO CAMP-DU-MARÉCHAL AND  
TIZI-OUZOU

[Distance by rail from Algiers to Tizi-Ouzou, 66½ miles.

Stations: Agha, Hussein-Dey, Maison-Carrée, Maison Blanche, Rouïba-Aïn-Taya, Réghaïa, Alma, Corso, Belle-Fontaine, Ménerville (junction for Bougie, Constantine, etc.), Félix-Faure-Courbet (Blad-Guitoun), Isserville-les-Issers, Bordj-Menaïel, Haussonvillers, Camp-du-Maréchal, Mirbeau, Tizi-Ouzou.]

*By Road* (65 miles).—Daily motor-coach service in each direction.

The first station of importance after Maison-Carrée (p. 124) is Ménerville (34 miles, p. 180), the junction for Constantine (p. 183), beyond which the train continues through well-cultivated country to *Haussonvillers* (50 miles), a small village established by colonists from Alsace. Soon the district of Kabylia is entered.

KABYLIA is a region of magnificent scenery, inhabited by a hardy and industrious race of Berber people, whose houses are distinct from the usual Arab houses in that they have inclined tiled roofs. They are built of wood, mud and stones, and generally stand in pairs. The interiors are plain and practically unfurnished, the occupants sleeping on the floors. Such animals as are possessed, and the poultry, have the free run of the rooms. Each village or town has its hall for the discussion of local affairs, and a mosque.

The men dress in a gown or *gandourah* of striped material, caught to the body by a leather belt, and over this one or two burnouses. The turban is of white cotton, bound to the head with braids of camel-hair.

The women, except on ceremonial days, are plainly dressed in brightly coloured cotton *haïcks* and skirts. Much jewellery is worn, consisting usually of handwrought silver. Ceremonial dress consists of striped cotton dresses and black cotton or silk headdress. Most of the women are tattooed on the face.

As a tribe, the Kabyles were difficult to subjugate, and the occupation of the territory was only accomplished after severe fighting and the suppression of numerous insurrections. If to-day the Kabyles are not effusive in their welcome to visitors, they are at least peaceful, and the country can be visited in perfect security.

The villages, perched on the pinnacles of hills, are reminiscent of the hill towns of the South of France, and in spite of a certain uncleanness are sufficiently curious to be interesting.

CAMP-DU-MARÉCHAL is a village on the river Sebaou, usually a torrent in the spring, fed by the snowfields and the glaciers of the higher mountains.

Steam trams connect with DELLYS (20 miles), a town of 17,000 people on the sea coast, near to which are Roman ruins. The modern town has several interesting streets and churches, a hospital and large military quarters. The native town is of no particular interest. From Dellys a corniche road, skirting the forest of the Mizrana, leads to the small European village of TIGZIRT (15 miles), on the site of the Roman *Iomnium*. Some of the ruins are still recognisable, including a 3rd-century temple and a Christian Basilica of the 5th century. The ruins of the baths are not in good condition.

TIZI-OUZOU (Hotels: Koller; Moderne; Oriental), a town of 36,000 inhabitants, is the capital of Upper Kabylia, and is garrisoned by a regiment of Tirailleurs. [Motor-bus service from the railway station to the town, 1 mile distant.] The French and Kabyle sections are quite distinct, and there is nothing of interest in the European town. The *Kabyle Village* is situated on a plateau overlooking the plain of the Sebaou (on the road to the Belloua; see below). This opportunity of inspecting a large Kabyle settlement should not be missed. A native market, held on Sundays near the railway station, is attended by multitudes of Kabyles, who trade in cows, mules, honey, oil, leather, corn and pottery.

To the north of the European town is the *Bordj*, commanding Tizi-Ouzou. Originally built by the Turks, it has been enlarged and strengthened by the French.

EXCURSIONS.—*Djebel Belloua* (2280 feet).—This excursion can be made on mules or horses (part of the road suitable for carriages). The ascent occupies about 2 hours, and the journey to and from the mount takes 1 hour. On the way, small Kabyle villages are passed, and at the summit of the mount is the *Koubba of Sidi Belloua*. The view from the top is almost alpine, with the peaks of the Djurdjura Mountains snow-capped until late in the spring.

*Fort-National and Michelet*.—There are motor-coach services daily from Tizi-Ouzou to Fort-National (17 miles), the trip occupying 1½ hours. The return journey is quicker, being less arduous. It is 13 miles from Fort-National to Michelet, accessible by motor coach (services daily) in slightly more than an hour.

The road from Tizi-Ouzou winds through the hills, crosses the Sebaou on two steel bridges, and follows the valley of the river toward Fort-National. This road, which is cut through the face of the mountain in several places, represents a considerable engineering feat, having been constructed in twenty days by military forces during the campaign of 1847. On either side are the Kabyle villages, like little fortresses on the peaks of their sugar-loaf hills. *Tiza*, *Adni*, *Tamazirt* and *Azouza* are passed, and the road rises to Fort-National.

FORT-NATIONAL (Hotel), a town of 12,000 people, was founded in 1857 as Fort-Napoléon. Standing 3018 feet above sea level, it is enclosed by a wall 12 feet high, flanked by seventeen bastions. The town is built along one main street, with useful shops. The fort was erected by the French in 1857 as a protection against the insurrectionary tribes of the Kabyles, by whom it is called "a spike in our eyes." After the insurrection of 1871, a citadel was added. The military quarters, with a garrison of from 600 to 800 Zouaves, is worth visiting. Excellent views may be had from the fortifications.

[Mules for mountain excursions may be hired. Among the trips which may be made are those to Taourirt-Amokrane (2 miles) and the villages of the Beni Yenni (9 miles) and to Azazga (31 miles; below).

*Taourirt-Amokrane* is a large Kabyle village (entrance to houses permitted), and the four villages of the BENI YENNI make an interesting group. There are four villages, the chief being *Ait-el-Hassan*, *Ait-el-Arbaa* and *Taourirt-Mimoun*. They are built on the sides of hills. The tribes are industrious, number about 6000 people, and are noted for their pottery, which the women mould by hand, and also for silver and enamel jewellery, furniture and arms.

The *Obelisk of Icheriden* ( $4\frac{1}{2}$  miles from Fort-National) is a granite pyramid erected in 1895 to the memory of the French soldiers who fell in the actions of 1857 and 1871. There is a magnificent view from the hill.]

MICHELET (Hôtel Transatlantique), a small village amid magnificent scenery, is the centre for many interesting excursions.

[There are motor-coach services daily to Algiers (subject to alteration), and the following may conveniently be visited :

(1) *Beni Menguellet* ( $2\frac{1}{2}$  miles), with an important Kabyle market on Fridays ;

(2) *Taourirt-Amrane* ( $1\frac{1}{2}$  miles), an interesting village ;

(3) *Tazmalt* (35 miles). This is a whole-day excursion. The road passes through the *Col de Tirourda* (10 miles), a pass 5 miles in length with tunnels cut in the rock. From this point, the *Azerou n'Tirourda* (6490 feet) and *Azerou n'Tohor* (6180 feet) may be ascended. Splendid views are afforded. The road then descends to the valley and, crossing the river Arbalou and passing through several villages, comes to *Tazmalt*, on the railway from Bougie to Algiers (p. 176).]

#### TIZI-OUZOU TO AZAZGA, YACOUREN AND BOUGIE

This is a journey of 82 miles by road. Motor-coach services run to Yacouren (30 miles). The way is through thickly wooded country, along the valley of the Sebaou, and by a mountain road with a good surface to Azazga (22 miles).

AZAZGA (Hôtel des Touristes), also accessible from Fort-National (above) by road, is a French village of about 500 inhabitants on the

edge of the forest of Bou Hini and a good centre for hunting. From Azazga easy mountain excursions can be made (Bou Hini, 3200 feet; Mount Tamgout, 4000 feet). It is preferable to spend the night at Azazga, where either automobiles or horses can be hired for the remainder of the journey. [Motor coach services (irregular) to El-Kseur (see below).] Beyond Azazga the road passes through the forest of Bou Hini to *Yacouren* (31 miles), where there are two distinct villages, the French settlement and the Kabyle hill-town. The way continues through the forest of Yacouren, offering glimpses of wild scenery and Kabyle villages, to *El-Kseur*, on the railway to *Bougie* (see below).

### ALGIERS TO BOUGIE

[163 miles by rail (or by road). Carriages are changed at Béni-Mançour.]

For stations as far as Ménerville, see p. 173; and thence to Béni-Mançour (junction; buffet), see p. 180. There follow: Tazmalt, Allaghan; Akbou, Azib-ben-Ali-Chérif, Ighzer-Amokran, Takriets-Seddouk, Sidi-Aïch, El-Maten, El-Kseur-Oued-Amizour and La Réunion.

**Bougie**, a town of 23,000 inhabitants and the chief port of Eastern Kabylia, is built in an amphitheatre surrounded by mountains. The port of Bougie, formed by a jetty from Pointe Abd el-Kader to Pointe de la Kasbah, is well sheltered, with the depth at the quays varying from 18 to 20 feet. There is good anchorage for vessels of any size; width at entrance to the harbour is 750 yards. The Abd el-Kader jetty (640 yards) is being doubled in length. A breakwater (1 mile long) to the south-east gives shelter from east winds. The principal imports are: flour, salt, coal, building materials, and machinery; and the exports: ores, phosphates, olive oil and cork. Becoming increasingly well known as a tourist centre, Bougie is a pleasant town, rich in gardens and with many features of interest.

*Hotels*.—Transatlantique; de l'Etoile; d'Orient.

*Steamers* to Algiers, Tunis, Oran, and Marseilles.

*Motor Coaches* to Sétif (daily services).

*British Vice-Consulate*.—Chemin des Oliviers.

A Carthaginian post and later the *Saldæ* of the Romans (ruins of which can be seen), Bougie subsequently passed into the hands of the Vandals. In the 11th century it was peopled by Berbers, who are reported to have raised it to considerable prominence, with a

population of 100,000, under the name *Bedjaia*, of which "Bougie" is a corruption. In the 16th century Bougie was attacked by Algerine forces, resisting until 1553, when it was taken by Salah Reis Pasha. The Turks held the city for the remainder of the century, and Bougie became a piratical harbour. French occupation dates from 1833; the town withstood Kabyle attacks during the insurrection of 1871.

Following the coast from the station, you see the *Kasbah* lying to the north. This fort, built by Spanish forces in the 16th century, and now a military barracks, contains a 17th-century mosque. Behind the Kasbah are forest walks of considerable charm. Continuing past the Kasbah, you come to the central square (Place Gueydon), with the *museum*. From this square the Rue Trézel leads to the Place Clément-Martel and the Arsenal, beyond which—in the Place Philippe—are souks and the *Mosque*, standing in front of the native quarter. From the Place Philippe, *Fort Barral*, near which are ruins of Roman cisterns, is easily reached.

Returning to the Place Gueydon, you take a street leading to the *Saracen Gate*, near the harbour. The Saracen wall and arch can still be recognised, the wall dilapidated, the arch in fair preservation. Near the jetty is the 15th-century *Fort Abd el-Kader*, partly destroyed by an earthquake in 1856.

**EXCURSIONS.**—The ascent of Djebel Gouraya (with fort at summit) can be made, partly by carriage, in a few hours (2200 feet). On the journey the ruins of the ancient fortifications are passed. The carriage road ends on the plateau, from which a path leads to the fort, commanding excellent views. Another path from the plateau leads to the *Monkey Peak* (*Pic des Singes*).

*Cap Carbon* (4½ miles north-west) is reached by a carriage road ending in a tunnel, whence you go on foot to the *Cap Noir* and the lighthouse (one of the most powerful on the coast), which stands on the Cap Carbon. A magnificent coastal view is obtained. It is said that Raymond Lull (1235-1315), a Spanish missionary born at Palma de Mallorca, lived in the caves of the cape. It is certain that Lull, who was a courtier turned missionary, was stoned to death for his religion at Bougie.

*Toudja and the Arbalou* (13 miles): Motor coaches run daily as far as *Réunion* (8 miles). *Toudja*, a pleasant Kabyle village picturesquely situated, has ruins of a Roman aqueduct. The ascent of *Mount Arbalou* (4000 feet) can be made from the village in about 4½ hours.

*Tiklat* (18 miles south), possesses the ruins of the Roman *Tubusctu*, consisting of large baths and reservoirs.

## BOUGIE TO THE CHABET PASS AND SÉTIF

[By road, 70 miles; motor-coach services daily in 7 hours.]

The road follows the coast, through scenery that is properly described as stupendous, to the *Cap Aokas*. Then, descending at Sidi Rehan, it turns inland from the sea, passing through well-wooded country to cross the Oued Beni Ismail (31 miles). The road then rises to the *Pass* or *Gorge of Chabet el-Akra* ("The Pass of Anguish"), 5 miles in length (constructed 1863-70).

Leaving the pass, you come to KERRATA (*Hôtel du Chabet*), and later, passing through forest land, with excellent views, reach *Takitount* (46 miles). *El-Ouricia* (63 miles) marks the end of a less interesting part of the journey. Agricultural country is then traversed for the remainder of the journey to Sétif (70 miles).

**Sétif** is an important market town of 34,000 inhabitants in the department of Constantine, and the headquarters of a subdivision. Modern Sétif is divided into military and civil sections. There are barracks for 3000 troops.

*Hotels*.—France; Alsace; Jouve; Moderne; Paris; Touring.

The ancient *Sitifis* was founded in the 1st century. Damaged by an earthquake in the 5th century, it was later destroyed by the Vandals and Arabs. It was taken by the French in 1839.

The civil quarter, lying to the south of the military settlement, is surrounded by a wall with four gates (de Bougie, d'Alger, de Biskra and de Constantine). The streets are lined with trees and have good shops. The mosque and other modern buildings call for no especial note, but there are ruins of a Roman nymphæum, and, in the military quarter, remains of a Byzantine fort. By the Algiers Gate, on the Promenade d'Orléans, is a small open-air *Museum*, with a modest collection of Roman remains, while about a mile to the north-west of the gate is a Roman mausoleum, called the *Tomb of Scipio*. A native village well to the south of the town is lacking in interest.

From Sétif an excursion may be made to Djemila (p. 182), 40 miles distant. You go by train to St-Arnaud (20 miles), and thence by road (see p. 182).



## ALGIERS TO CONSTANTINE

(FOR BISKRA, AND HAMMAM MESKOUTINE)

[Distance from Algiers to Constantine, 288 $\frac{1}{4}$  miles; Algiers to El-Guerrah, 265 $\frac{1}{4}$ ; from El-Guerrah junction to Biskra, 125 $\frac{1}{2}$ ; Constantine to Biskra, 148 $\frac{1}{2}$ ; Constantine to Hammam Meskoutine, 69 $\frac{3}{4}$ .

For stations as far as Béni-Mançour (junction; buffet) see below, then Les Portes-de-Fer, M'Zita, Mansoura, El-Achir, Bordj-bou-Arréridj, El-Anasser-Galbois, Chénia-Cérez, Labarbinais-Lavoisier (Aïn Tassera), Tixter-Tocqueville, Le Hammam, Mesloug, Sétif (buffet), Chasseloup-Laubat, St-Arnaud, Birch-el-Arch-Navarin, St-Donat, Mechta-Châteaudun, Oued-Seguine-Télergma, Berteaux-Aïn-Lehma, El-Guerrah (junction; buffet), Ouled-Rahmoun (buffet), Kroubs (junction; buffet), Sidi-Mabrouk, Constantine. El-Guerrah to Biskra: Aïn-M'Lila, Les Lacs, Aïn Yagout, El-Maader-Pasteur, Batna (buffet), Aïn-Touta-MacMahon, Les Tamarins, El-Kantara, El-Outaya, Biskra. Constantine to Hammam-Meskoutine: Constantine, Sidi-Mabrouk, Kroubs (junction; buffet), Bou-Nouara, Aïn-Abid, Aïn-Régada, Oued-Zénati, Bordj-Sabath, Taya, Hammam Meskoutine.

The journey from Algiers to Constantine takes some 12 hours; there is a day train (restaurant car) and a night train (sleeping cars). Similar services operate in the reverse direction.

Passengers travelling by day from Algiers to Biskra, and not wishing to visit Constantine alight at El-Guerrah, the night being spent at an hotel near the station and the journey resumed early next morning. The night train from Algiers affords an immediate connection at El-Guerrah for Biskra.

Buffets are to be found at Ménerville, Bordj-Bouïra, Béni-Mançour, Sétif, El-Guerrah and Kroubs.]

Leaving Algiers, the train stops at Agha station for passengers from Mustapha, and at Hussein-Dey (p. 124) and Maison-Carrée (p. 124). *Oued Smar*, with a nursery for the cultivation of Australian trees, *Maison-Blanche*, *Rouïba*, possessing an agricultural college, and *Réghaïa*

are passed. At *Alma*, in 1839 and 1871, French troops successfully engaged outnumbering forces of Arabs and Kabyles. [Motor coaches between Alma and Algiers daily.] *Belle-Fontaine*, which follows after *Corso*, is a flourishing village inhabited by emigrants from Alsace and Lorraine.

MÉNERVILLE, which is next reached, has a population of about 9000. Ménerville, also, is inhabited chiefly by families from Alsace and Lorraine. It is the junction for Tizi-Ouzou (p. 174.) Between Beni Amran and Palestro the railway passes through the beautiful *Gorge of the Isser*, which in one part is only 275 feet wide; but owing to the numerous tunnels much of the rock and river scenery is lost. PALESTRO (48 miles), a small town of 6000 inhabitants, was founded in 1651 by colonists, but was destroyed by the Kabyles during the insurrection of 1871, in an attack which ranks as one of the bitterest of the campaign; civilians as well as the few military were massacred. A memorial column has been raised to the victims. Palestro was entirely rebuilt and repeopled by colonists from Alsace and Lorraine, and concessions of land were made to the families of the original settlers who survived. A fort has been erected in the vicinity.

*Aomar-Dra-el-Mizan* is the station for two villages, Aomar and Dra-el-Mizan. The latter and larger village was destroyed by the Kabyles in 1871. [Omnibus to Dra-el-Mizan,  $7\frac{1}{2}$  miles. Market day, Thursday. Roman remains at Ben Aroun.] *Bordj Bouïra*, or *Bouïra* (Hôtel de la Colonie), in a prosperous locality inhabited by rich proprietors, and formerly a Turkish fort, is in the valley of the Oued Eddous. [Numerous interesting excursions to Kabyle villages and the Djurdjura; Roman ruins at Aïn-Bessem (on branch line to Aumale, p. 145), reached in about 1 hour. Also daily motor service to Aumale, 28 miles.] The line passes through the valley, and near several villages, to *Maillot*, a healthy village, whence can be made the ascent, via Tala-Rahna, of the Lella-Knadidja, the highest point of the Djurdjura Mountains (7570 feet), in appearance resembling a gigantic pyramid. There are two or three small inns in the village. (Market on Tuesdays.) [Carriage road to Michelet (p. 175), Fort-National (p. 175), and Tizi-Ouzou (p. 174); another to Bougie, p. 176.]

Six miles beyond Maillot is the station of BÉNI-MANÇOUR, the junction for Bougie. There is nothing remarkable in the neighbourhood of Béni-Mançour, except the magnificent mountain view from the old fort.

Beyond Béni-Mançour the railway enters the province of Constantine, and quits the Oued-Sahel for the Oued-Mahrir, to arrive at *Les Portes-de-Fer*, about 2 miles from the two rocky passes, resembling perfectly constructed walls, called the Bibans, or Portes de Fer. The railway runs along the Oued-el-Hammam through the Grande Porte, where, high above the river, the rocks resemble some huge old fortress or castle. The Petite Porte is the one through which the French army marched, under the Duke of Orléans, in 1839, a passage never before made even by Roman soldiers. In the neighbourhood are very hot springs used as baths by the natives.

For some distance the mountain district is dreary, and without vegetation as far as *Mansoura*, a Kabyle village. A long tunnel is passed, on emerging from which is seen a vast extent of plain of the Hauts Plateaux, and the journey, now rather monotonous, is continued to BORDJ-BOU-ARRÉRIDJ (Hôtel des Voyageurs), an ancient Turkish fort (pop. 3625), several times burnt by the Mokranis. The bordj was rebuilt by the French, and the town was destroyed by the Mokranis in the revolution of 1871, but the citadel resisted. The town has been rebuilt, and surrounded by a massive wall with four towers. The country round is now prosperous, and the mountain population of the Medjana have returned to the fertile plains.

[Many charming excursions can be made from Bordj-bou-Arréridj, such as to *Bordj-Medjana* ( $7\frac{1}{2}$  miles), within a mile of which, at Ain-Zourham, there are some Roman remains; to *Zamoura* ( $15\frac{1}{2}$  miles), a delightful ride by rivers and woods. Carriage road to Bou-Saada (p. 146), about 80 miles from Bordj-bou-Arréridj. Motor bus to M'sila, thence to Bou-Saada. Motor-cars may be hired.

Perhaps the finest mountain excursion in all Algeria is from Bordj-bou-Arréridj to Fort-National (p. 175), through Bordj-Boni, Guelaa, Ighil-Ali, Akbou, over the Djurdjura range, etc., a long ride of 90 miles on mule or horseback. Tents, guides and provisions must be taken, and only those who are able and willing to "rough it" should under-

take the journey. At Guelaa, or Kalaa, is the ancient fortress of the Mokranis, of whom the last representative was the leader of the 1871 revolt.]

From Bordj-bou-Arréridj the line is flat and uninteresting for more than 40 miles, until the train arrives at *Sétif* (p. 178). On leaving *Sétif* the railway crosses the Oued-el-Hassi to the station of Chasseloup-Laubat, between which and the next station, ST-ARNAUD (pop. about 3500), may be seen on the right some peaks of the great Aurès Mountains (Hotel: Place).

DJEMILA (20 miles north of St-Arnaud), reached by car in an hour, is one of the most important of the Roman cities of North Africa yet excavated. (Hôtel Transatlantique.)

The ancient *Cuicul*, contemporaneous with Timgad and ascribed to Trajan, it is beautifully situated at the confluence of two small streams.

The tour is best made by commencing with the *Museum*, with a good collection of mosaics, statuary, household implements and tools. You then pass to the Christian quarter, with the 5th-century *Basilica of Cresconius* and, nearby, the baths and baptistery. The font bears the inscription: "The time will come when all nations shall have been baptised." A smaller *Basilica*, with single nave, stands behind the Christian quarter; close by is a small stronghold where the French fought an engagement during the campaign of occupation.

The *Theatre*, which would seat 3000, is larger than that at Timgad, and the stage is in splendid preservation. A natural path will lead you to the "New" *Forum*, made necessary by the growth of the city. A *Temple* with massive Corinthian columns and the *Arch of Caracalla* (restored) should be noted. Around the forum are the tribune (temple), "basilica vestiaria" and, on two sides, fine colonnades. To the north of the forum are the *House of Castorius*, a mansion of some thirty rooms, with baths, and the *House of the "Victorious Ass,"* so named from a mosaic (now in the museum) which was found here.

Facing the "old" forum is a noteworthy *Temple* (dedicated to Venus or Mother Earth), with columns cut from single blocks of blue granite; around the forum the sites of ornamental statuary can be identified. In the centre is a sacrificial altar, facing the steps of a temple. On the base are sculptures showing acts of sacrificial slaughter.

Also remarkable are: the *Market (Cosinius)*, with traders' stalls in place; a mansion in the older quarter of the town, with baths; and a fine public fountain, between the forum and the baths.

Next in succession come Birch-el-Arch-Navarin, St-Donat, Mechta-el-Arbi (station Mechta-Châteaudun), and *Oued-Seguin-Telergma*, near which, at Oued-Atmenia, are

large Roman buildings and stables with mosaic floorings. Beyond Berteaux-Aïn-Lehma is *El-Guerrah* (see p. 179), junction for Batna (p. 188), and Biskra (p. 195). Continuing the journey to Constantine by the valley of Bou-Merzoug, you soon reach Ouled Rahmoun (buffet), whence a light railway runs to Aïn-Beida (58 miles; p. 188), and Khenchela (91 $\frac{3}{8}$  miles; p. 188).

The next station at which the train stops is KROUBS (buffet), junction of the Bona-Guelma railway for Bona and Tunis (population about 2000). The Friday market here is one of the largest in Algeria, and there is an annual cattle fair from 1st to 15th September. Passing Sidi-Mabrouk station, you come finally to Constantine, 288 $\frac{1}{4}$  miles from Algiers.

### CONSTANTINE

Constantine is a town of 95,000 inhabitants and the capital of a department, situated on a plateau about 2000 feet above sea-level.

*Hotels.*—Cirta; Grand; Transatlantique; de Paris et Royal.  
*Cafés and Restaurants.*—Place de Nemours. *Theatre.*—Place de Nemours.

*Town Tramways* (electric trackless).—Railway station, Faubourg St-Jean, Place de Nemours. *Railways.*—To Tunis, Algiers, Biskra, Touggourt. *Motor Coaches* daily to Châteaudun, Guettar el-Aïech, Mila (for Fedj M'Zala), Hamala, Sidi Merouan.

*Wagons-Lits/Cook Office.*—Place de la Gare. *Post Office.*—Place de Nemours.

The ancient *Cirta*, of Phœnician origin, Constantine was part of Numidia, passing into the hands of Rome in the 4th century, assuming the name of the Emperor Constantine. Later falling to the Arabs, and to the Turks in succession, Constantine became part of the province of Algiers in 1535. In 1836 it withstood an attack by General Clauzel, but was captured by a subsequent expedition (1837) led by the Duc de Nemours and General Damrémont. Ten thousand troops were engaged in the attack.

Constantine is now a well-built and prosperous city, with wide streets, large squares, such as the Place de Nemours, and two open spaces laid out as gardens, the Place du Palais and the Place Négrier. The principal buildings are the Kasbah, the Mosques, Cathedral, Prefecture, Theatre, Palais de Justice, Civil Hospital, and

Markets. Constantine is rapidly extending towards the south-west. The most valuable commerce of Constantine is in leather, wool, and cereals, the corn market near the Place Valée being the most important in Algeria.

Constantine is divided into an Arab and a French town, the Arab town being the most interesting to visitors, with its native cafés and shops. The streets are extremely narrow, the houses almost meeting overhead. The different trades have each a special quarter assigned to them.

The *Cathedral*, which was formerly the old Mosque of Souk er-Rézel ("Gazelle's Market"), situated between the Rue de France and the Place du Palais, contains beautiful marble columns, coloured tiles, arabesques, and a richly carved cedar mimbar. The *Place du Palais* is one of the chief popular resorts, containing some shops and cafés, also the *Palace of Hadj-Ahmed* and the Military Club. A military band plays in the square on Sundays and Wednesdays. There are also musical and dramatic societies, fencing and shooting clubs.

The Djama el-Kebir, or *Great Mosque*, situated in the Rue Nationale, is built on the ruins of a Roman temple, but contains nothing to attract the attention of visitors.

The Place Négrier, at the north end of the Rue de France, is planted with trees, and bounded on one side by the *Djama Salah Bey*, or El-Kattani, the most beautiful of all the mosques of Constantine. Beyond the door (where it is necessary to wait for slippers and permission to enter), a flight of marble steps leads to a court, from which the mosque is visited. White marble columns divide and subdivide the naves, above which is the painted ceiling, surmounted by cupolas. The walls are covered with coloured tiles; the mihrab, supported by four columns, is a lovely specimen of plaster carvings, and the mimbar is of white Italian marble, onyx, and agate. The *Djama El-Akhdar*, in the Rue Combe, is less remarkable, but the octagonal minaret, 78 feet in height, with a projecting gallery, is very handsome.

The *Synagogue*, in the Jewish quarter, at the bottom of the Rue Thiers, is a spacious building without any architectural pretensions. The services of the Temple are held in a large apartment on the first floor (entrance permitted on request).



The *Palace of the Bey El-Hadj-Ahmed* is a fair example of Arab architecture. The gardens, four in number, enclosed in the quadrangles of which the palace is composed, are surrounded by galleries, from which a fine view of the orange and citron-trees and flowers below is enjoyed. The frescoes are weak. The palace is not old, having been built by El-Haj-Ahmed between 1830 and 1836, but it contains thousands of old tiles and works of art taken from palaces and mansions of Constantine; marble columns innumerable, brought from Italy and other places; and in the upper rooms, now occupied by the French general, are numerous specimens of carved oak and cedar. The Bey's pavilion is now the private office of the general. In the corridor is a statue of the mother of Caracalla, the only perfect one ever found in Algeria.

The premises adjoining the palace are occupied by the various military offices, in one of which permits to visit the Kasbah can be obtained on presentation of an address card. No permission is necessary for admission to the palace, but only the ground floor is shown (gratuity).

The *Mairie*, or Town Hall, a handsome, modern building, is situated at the corner of the Rue de la Tour and the Rue Sauzai. In the same building are lodged an important Library, and the *Museum*, containing a very good and interesting collection of ancient pottery and earthenware ornaments, arms, jewellery and medals (open daily, except Tuesday and Sunday, 9-11 and 3-5; admission 50 c.). There is a handsome and celebrated statuette of a "Winged Victory," twenty-three inches high, discovered in the old Kasbah in 1858.

The modern *Préfecture* is hidden between the old houses of the Rue Leblanc and the Boulevard du Nord, the entrance to the council chambers being in the Boulevard. The apartments of the Prefect are splendidly furnished, the reception rooms and the Mauresque salon being admirable.

Underlying three of the principal streets (entrance under the Hôtel de Paris et Royal in the Place de Nemours; 1 fr.) are some *Grottoes*. Worth visiting, they are of dazzling white stone and contain several ponds of lukewarm water.

The *Kasbah*, which from the time of the Romans has

been the stronghold of the possessors of Constantine, is placed on the highest point south of the town, and above the deep ravine of the Roummel. Many Roman inscriptions have been discovered here. In the Kasbah are barracks for 3000 troops, a large military hospital, immense Roman cisterns, and a Roman store for corn.

Passing some Arab *gourbis* a steep road leads to the Lavie Flour Mills, beyond which are the cascades or falls of the Roummel. Overhead towers the tremendous rock from which criminals and unfaithful wives were precipitated—the Tarpeian Rock of Constantine.

At the northern end of the Rue Damrémont is a Suspension Bridge (551 feet long and 669 feet above the river) over the ravine, connecting the Kasbah with the rock of Sidi-Meçid. Here there are the *Baths*, situated in gardens, and much frequented by the people of Constantine. The water, which is quite clear, has a temperature of 104° Fahr., and can be used at all seasons. A restaurant for light refreshments is attached to the establishment.

From Sidi-Meçid a path leads to the Corniche road, along which, with superb views of the ravine and rocks, the return walk may be made to the famous bridge of El-Kantara and Constantine.

The *Chemin des Touristes* is cut through the ravine (Gorges du Roummel), one entrance to which is close to the town end of the bridge. It may also be approached from the Place de Nemours via the Arab Market, the abattoir (slaughter-house) and the Pont du Diable (“Devil’s Bridge”). In either case a fee of 2 fr. is charged for each person.

On the right bank of the river Roummel a road has been cut in the face of the rock, accessible by staircases. This enables visitors to see the bed of the river, with its stupendous rocks overhead, and to examine the remains of ancient bridges, including the bas-relief on one of the arches of the last bridge, over which the present iron structure of El-Kantara was built in 1863.

NEIGHBOURHOOD.—Numerous walks, drives and excursions may be undertaken in and around Constantine. A three or four hours’ carriage drive to the suburbs will suffice for visiting the El-Kantara bridge (see above), the plateau of Mansoura, the Pépinière, the pretty village of

Sidi-Mabrouk, the racecourse, the remains of the Roman aqueduct, etc.; you return by the new quarter called Koudiat-Aty to the Place de Nemours.

For those who wish to make longer excursions the following list is given : (1) To Bou Merzoug Spring (about 22 miles south of Constantine). (2) El-Kheneg (14 $\frac{1}{4}$  miles; ravine similar to that at Constantine, including ruins of Roman mausoleum at El-Heri, 21 $\frac{1}{8}$  miles). (3) Le Chettaba (7 $\frac{1}{2}$  miles; view and Roman remains). (4) El-Hamma (4 $\frac{1}{2}$  miles by rail on the Constantine-Philippeville line; see p. 214). (5) Salah Bey (4 $\frac{1}{2}$  miles; fine view). (6) Oudel and Aïn el-Bey (about 4 $\frac{1}{2}$  miles; fine view of Constantine).

### CONSTANTINE TO BISKRA

[The journey from Constantine to Biskra (148 $\frac{1}{2}$  miles) occupies about 8 $\frac{1}{2}$  hours (or from El-Guerrah junction, 125 $\frac{1}{2}$  miles in 6 $\frac{1}{2}$  hours). There are two departures from Constantine daily (restaurant-car on morning train); no change of carriage. There is a similar service in the reverse direction.]

For the journey to the junction of El-Guerrah see p. 179. The first station of importance after the junction is *Aïn-Yagout*, the nearest point from which to visit the remarkable monument of the Medrassen, supposed to be the tomb of Masinissa, one of the Numidian kings, situated about five miles from the station.

[For a visit to the Medrassen, however, it is better to arrange for a conveyance to be sent from Batna to meet the train either at Fontaine-Chaude (the next halt beyond Aïn-Yagout) or El-Maader-Pasteur. These are distant 5 $\frac{1}{2}$  and 10 $\frac{1}{2}$  miles respectively from Batna by rail.

The *Medrassen* is similar to the Tombeau de la Chrétienne, (p. 129), with a cylindrical base 180 feet in diameter, on which is a truncated cone, the lower portion having sixty engaged columns with Greek capitals. The roof or upper part of the monument gradually diminishes by a series of steps; the apex is missing, and the total height to-day is 60 feet. After many ineffectual attempts to open the building, it was entered in 1873 by Engineer Bauchetet; nothing was found in the central chamber, but traces of

fire showed that, as in other instances, the tomb had been previously ransacked. The exterior is built of very large stones, but the chamber and galleries of the interior are less solid. In the vicinity are to be seen fragments of contemporary tombs.]

Continuing the journey, the train passes no places of note until it reaches Batna (buffet).

BATNA (Hotels: d'Orient et d'Angleterre; St-Georges; Transatlantique; de Paris) is a clean, well-built garrison town and a military subdivision of the province of Constantine. The barracks have accommodation for 4000 men. The town dates from the year 1844, and was formerly a camp to protect the route to the Sahara. The population is 12,000, of whom 3255 are Europeans. Batna is an uninteresting place, but is a convenient centre for visiting an interesting district.

The modern town has broad streets, schools, churches, baths and electric light. With the exception of the General's garden, which forms a delightful promenade, there is little in the way of verdure, the climate being very hot in summer and very cold in winter.

On one of the boulevards is an interesting *Museum* of antiquities brought from Lambessa and Timgad. The nucleus of the present town was called New Lambessa until 1848, and became Batna in 1849.

EXCURSIONS.—From Batna excursions can be made on horseback to the *Cedar Forest* of Mount Touggourt.

*Khenchela* (64½ miles), a considerable village, is connected by motor coach with Batna, via Lambessa and Timgad. It was the *Macula* of the Romans, and a great number of tombs and other Roman remains, are met with in the neighbourhood.

A train may be taken from Khenchela to AÏN-BEÏDA (33½ miles by rail in about 2 hours), and Constantine (108 miles in about 6½ hours). [Alternatively AÏn-Beïda and Khenchela may both be visited by rail from Constantine.] AÏn-Beïda (the white spring), so called from its spring of pure water, yielding some 120 gallons a minute, is situated in the territory of the once formidable warlike tribe of the Haracta, now become quiet and successful agriculturists, with 100,000 acres of land under cultivation. The principal

buildings comprise a church, schools, market, synagogue, and two forts built in 1848 and 1850. On the outskirts are negro villages and European and Jewish cemeteries. In several hills are remains of ancient lead and copper mines worked by the Romans.

The country for miles round is covered with pagan and Christian ruins, the most important of these being at *Fedj-Souïoud*, *Mrikeb-Talha* and *Ksar-Sbehi*.

[Railway from Aïn-Beida to Tébessa (p. 207).]

#### LAMBESSA AND TIMGAD

Batna is the starting-place for excursions to the remarkable Roman ruins of Lambessa and Timgad. These ruins can be visited *en route* to Biskra, or on the return journey. If the traveller intends to visit them on the way to Biskra, which is preferable, he is advised to leave Constantine or El-Guerrah by the afternoon train, proceeding the same evening by road to Timgad, where the night should be spent. The next day can be devoted to the ruined cities, the return to Batna being made in the evening.

LAMBESSA or *Lambèse* (about 7 miles from Batna), the ancient *Lambæsis*, was built by the Romans, A.D. 125, to form the headquarters of the famous Third Augustan Legion, and recent explorations show the form and size of the Roman camp.

The most interesting and best-preserved ruins are the (so-called) *Prætorium*, at the crossing of the streets that divided the city at right angles; and the recently cleared *Temple of Jupiter*, near the Forum. The *Prætorium* is a large building, measuring 92 feet long, 72 feet in breadth and 46 feet high. The façade has a handsome peristyle with Corinthian columns. A *Museum*, containing inscriptions, statues, etc., has been installed in the village.

Outside the camp is the *Arch of Commodus* (176-192), in fairly good state of preservation; and nearby are scanty remains of an *Amphitheatre*, said to have seated 10,000 people. Other ruins more or less easy to identify are the *Temple of Æsculapius*, the *Arch of Septimius Severus*, and the two *Forums*. Of the forty arches existing in the 18th century two only are now standing.

The Temple of Æsculapius dates from A.D. 162; the secondary chapels built during the reigns of Marcus Aurelius,

Commodus, and Septimius Severus were finished in A.D. 211. The beautiful Arch of Septimius Severus, with three openings, is at the entrance of the city. Near this gate are the Thermæ and other ruins, among which have been found some fine mosaics. South of these are the ruins of public baths with the position of hot-water taps still indicated. Of the two Forums, one measured 185 feet by 170 feet, and the other, adjoining, 230 feet by 108 feet. The first contained a temple, and was surrounded by a colonnade.

The modern village and prison are close to the Roman ruins, and in the neighbourhood are the noted vineyards of St-Eugène.

About two and a half miles south of Lambessa, are the ruins of *Markouna*, the ancient *Verecunda*, where are two Roman triumphal arches.

**Timgad** (24 miles from Batna ; Hôtel Transatlantique), the ancient *Thamugadi*, is situated at the intersection of six Roman roads and under the slopes of the Aurès Mountains. After being ruined in the 6th century by the Arabs, it was deserted and ultimately buried, to be rediscovered by chance in the middle of the 19th century. The city was founded in the year A.D. 100 by the order of the Emperor Trajan, and built mainly by the Third Legion.

The RUINS, which can be seen from the hotel, are entered through an avenue lined with remains brought from the site. A small but excellent *Museum* is at the gate as you enter. Guides can be obtained if desired, and are to be recommended. Fees should be arranged prior to the commencement of the tour.

A broad road or street, *Cardo Maximus*, separates the city into two unequal parts, divided at right angles by a smaller street, *Decumanus Maximus*, containing deep ruts made by chariot-wheels. At the intersection is the *Forum*, some 60 yards square. The floor is paved in perfect alignment. Many pedestals of statues are still to be seen, erected to Emperors, provincial governors, and local magnates. Some of the flagstones were used as gaming-tables, and one of these bears the inscription : "To hunt, to bathe, to play, to laugh, this is life." Steps within a large gateway led to the interior of the Forum, paved and surrounded by a colonnade. Around the court on the



east side are a *Basilica*, or Court of Justice, and a number of small shops, while on the west side are various buildings identified as the *Curia* (Council Chamber), *Tribunes*, and *Temple of Victory*.

Close to the Forum is the *Theatre*, a large building faced with stone, capable of seating 3500 people, and about 800 in the galleries. The auditorium and the colonnade of the portico are in good preservation. Notice the thirteen Corinthian columns at the back of the stage, real monoliths. Behind and below these were the walls which served a similar purpose to the wings of a modern theatre. From the rising ground just behind the theatre there is a fine view of the ruins, looking straight along the Decumanus Maximus. Notice the other streets running parallel to this; on the left lie the Capitol and the columns of the temple; on the right Trajan's Arch. Straight ahead beyond the town are the Aurès Mountains. A little to the south of the theatre are the *Thermæ*, with hot and cold chambers, cooling rooms and lounge halls. Inscriptions show them to have been built in the reign of Septimius Severus, A.D. 179. The mosaic floors are in good condition.

To the south-west of the forum is the sandstone *Arch of Trajan*, with marble columns. The arch has three openings, the central one 10 feet 2 inches wide, the side ones 6 feet 9 inches wide. The two fronts are alike, each decorated with Corinthian columns, 18 feet high. Near the Triumphal Arch are the remains of the *Market*, erected in the 3rd century A.D. by a Roman lady, whose statue of white marble was found among the ruins. There is a handsome vestibule, also half-circles of stone tables for counters and display of goods. The bases of eight columns are seen, portions of a portico which lead to a court surrounded by galleries, and at the end of which were shops. Adjoining this market is the *Flower Market*. To the north is a Public Library—a large open space and smooth floor flanked by great Corinthian columns with decorated capitals.

Beyond the market to the south are the large and numerous ruins of the *Capitol*. The walls in some places are 6 feet thick, with stones of 3 feet and 4 feet in length. The columns of the façade measure 4 feet 6 inches in diameter, and their Corinthian capitals are large in proportion.

Near and to the south-west of the Capitol are the ruins of a large Christian quarter, including a baptistery with a beautiful mosaic representing Venus Anadyomene. The font is particularly noteworthy.

Farther south overlooking the city are the remains of the famous *Byzantine Fort*, the walls of which are in many places in a good state of preservation.

In various parts of the suburbs are ruins of bridges, basilicas, and tombs that have not yet been explored.

At less than two miles south-west of Timgad, between two spurs of the Aurès, is a magnificent *Gorge* (the Gorge of the Seven Sleepers), on the hills on either side of which are hundreds of circular tombs of unknown date.

### TOUR OF THE AURÈS MOUNTAINS

[See Map, facing p. 194]

The Aurès Mountains, which occupy an area about 60 miles square between Batna and Biskra, constitute one of the most interesting regions in Algeria, and may be visited either by means of a series of motor excursions from Batna and Biskra, or thoroughly traversed in a week on mule back. In point of interest alone the mule tracks are preferable; for ease, individual motor excursions are to be recommended.

For the benefit of travellers who make the journey by mules, the Government of Algeria, with the co-operation of the Caid's of the various villages, maintain reasonably comfortable rest houses, or *fondouks*, which are well kept, clean and cheap. Guides can be obtained at each of them for the successive stages of the journey, at a cost of about 20 fr. *per diem*, including the hire of the mule. The charges at the *fondouks* are on the average 6 fr. for bed and 8 fr. for meals. It is advisable to arrange in advance for the guides and mules for the first stage of the journey; thereafter the Caid's of the villages will assist the traveller.

The Aurès Mountains contain the highest peaks of Algeria, and some of the most surprising scenery. The villages are full of character, and differ exceedingly from the villages of the plain, coast or desert, while the people, now peaceful, are of pure Berber race and formerly gave much trouble to the French forces. Insurrections were frequent after the submission of 1845, the more serious occurring in 1850, 1859 and 1879. To-day, however, the visitor may travel in perfect safety.

Arris and Menaa, focal points of interest, may be reached by motor-car from Batna. The journey can be made in one day, provided a very early start is made. This trip covers sufficient of the northern section to give a true appreciation of the country. The remainder is best reached from Biskra, the journey to M'Chou-nèche and Rhoufi occupying one, or possibly two, days.

The traveller by mule, however, has the advantage, since the more picturesque parts of the country are not yet accessible to motor vehicles, although roads are rapidly being driven through the region. In order to cover the country by mule, the beginning of the tour should be made at El-Kantara (p. 195), reached by rail. The journey progresses by stages to Biskra, and can, of course, be made in the reverse direction.

*To Tilatou.*—A preliminary excursion is that to *Tilatou*, from the station of Les Tamarins (p. 195), 15 miles by rail from El-Kantara and accessible in 1 hour. Mules can be hired at the station. Or alternatively the journey may be made on foot. For walkers very stout shoes are necessary, and a good plan is to walk from Tamarins to El-Kantara by way of Tilatou (allowing 5 hours). The track leaves the road turning to the right and follows the valley of the Oued Tilatou through picturesque gorges to the village, continuing to rejoin the main road about 3 miles from El-Kantara.

*The Tour.*—The first stage of the main journey is to Djemora, reached via *El-Outaya* (p. 195; 18 miles by rail from El-Kantara), from which a track leads to Djemora (11 miles); alternatively the whole journey can be made by automobile from El-Kantara in about 2 hours (36 miles).

DJEMORA (Tourist Chalet, or fondouk), standing on the Oued Abdi, is an attractive oasis of about 90,000 palm-trees, surrounded by fine mountains which shelter it on three sides, leaving the southern end of the oasis exposed. From Djemora the track to Menaa follows the Oued Abdi through a rugged defile, passing some small native settlements and scattered little oases guarded by watch towers. Finally, leaving the valley, the road becomes steep, rising sharply to a pass and plateau, from which a descent is made to MENAA (20 miles), at the confluence of two small rivers. The village is small and terraced. There is a good tourist chalet. From Menaa the ascent of *Mount Lazereg* (6300 feet) can be made.

A good road leads from Menaa to Arris, making a very wide circuit. The mule path is more direct, covering about 23 miles of pleasant and not arduous country, beginning with the main road for about 5 miles to *Chir*, a large village which rises in terraces from the valley of the Abdi. Hence a track is taken to *Teniet el-Habed*, a village famous for its dancing women, many of whom find their way to the cafés of Biskra, Algiers and other large centres, there to accumulate the dowry for their eventual marriage, a custom accepted by their people. Then, by the road again, you come to *Tietz*, another village, and to the junction of the road to Arris (where you turn to the right). This road leads through mountainous country; negotiating a pass, you descend to Arris.

ARRIS, a mixed town, with native and French sections, is the administrative centre of the Aurès. A small *Museum*, of great interest and well arranged, is housed in the modest *Résidence* of the administration and may be visited. The native villages which comprise the commune have retained all their characteristics; the high, fortress-like houses and granaries are rugged and primitive; but the cultivation of the district is being developed under French stimulus. There is an excellent little Chalet-Hotel for tourists.

The heights around Arris are not difficult of ascent and offer splendid panoramic views.

From Arris it is a journey of about 25 miles to Rhoufi ; the way is somewhat laborious, but amply rewards the traveller. This remaining section of the tour is undoubtedly the finest, both for scenery and other features of interest. It is well to take provisions for a meal *en route*, although plain fare can be obtained at the villages through which the traveller passes.

The road begins by an ascent, and is good in the early stages, after which a mule track is followed. This, perfectly safe if occasionally exciting, follows in the main the course of the Oued El-Abiod to the *Gorges of Tighanimin*, cut by the river through the Djebel Louah, a stretch of wild and magnificent country. Beyond, the path follows the river again, to pass through a canyon, whose walls rise sheer on either side and which is followed practically all the way to Rhoufi. It is advisable for the traveller to take the path through the canyon, and not to follow the river bed ; otherwise much of the scenery is missed.

RHOUFFI is an oasis in the mountains, and the view from the Chalet-Hotel is one of the strangest and most beautiful to be encountered, with the oasis winding like a green thread along the river.

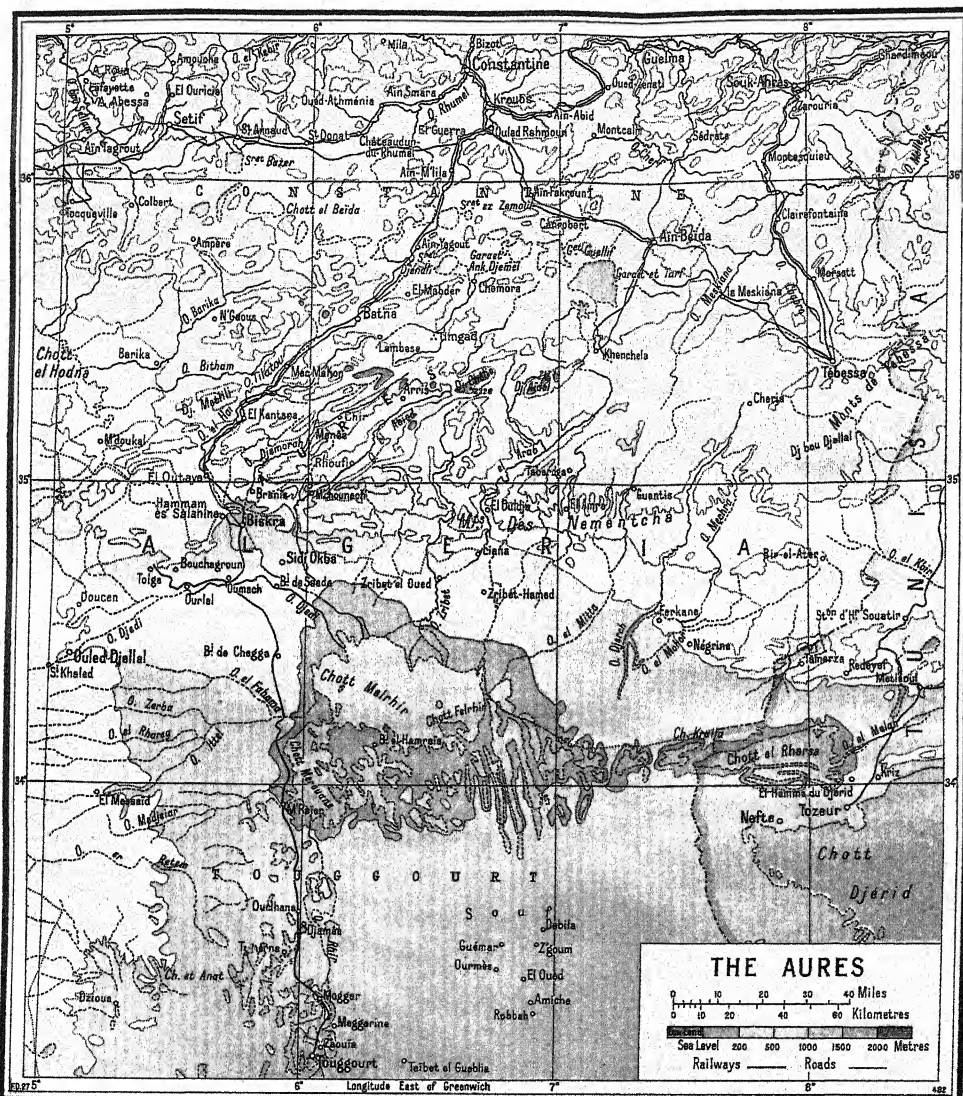
The last stage of mule travel, from Rhoufi to M'Chounèche, is hard at first but later easy and pleasant. The road is along the bed of the river, which is narrow and banked on either side by the towering walls of the canyon, on which are perched the fortified granaries of the little settlements. These strange buildings, which seem to be in danger of falling from their foundations, but are actually quite secure, have ceased to serve the function of fortresses, and are used solely for the storing of grain and produce ; prior to the pacification of the country they were used for defence in inter-tribal quarrels.

At *Baniane*, which is passed, the most characteristic of them all is to be seen, four storeys high and on the edge of a precipice. Baniane is a series of small settlements which comprise one plantation. Beyond Baniane, the river is left and the route is across a plateau, after which the descent to M'Chounèche begins. The mountains are left through a pass ; a wide view of the Ziban is obtained and the edge of the Sahara is to be seen. The climate changes almost perceptibly.

M'CHOUNÈCHE (Chalet-Hotel), marking the end of a journey of about 20 miles from Rhoufi, provides a fitting climax to the tour. The village and oasis have a certain charm, and, incidentally, there is excellent woodwork to be bought very cheaply.

From M'Chounèche an excellent motor road leads to Biskra (20 miles ; p. 195).

Leaving Batna for Biskra, the train passes through a fertile plain, enlivened by many Arab encampments, to the highest point of the line, *Lambiridi* (3540 feet), and the station of *Ain-Touta-Mac-Mahon* (a most beautiful spot, now an alfa grass dépôt founded by Alsatian far-







mers). Crossing several viaducts over the Oued Ksour, you reach *Les Tamarins*, amidst splendid mountain and valley scenery (see p. 193). Then, after calling at a halt, the train stops at El-Kantara.

EL-KANTARA (Hôtel Bertrand) lies about half a mile north of the wonderful *Gorge* of the same name. The gorge is about 325 yards long, and at no point less than 120 yards wide; the rocks on either side are some 400 feet high; the river when in flood rushes below through a restored Roman bridge of one large arch. Leaving the gorge, the river widens and passes through a magnificent plantation of 100,000 palms, with orange and other fruit trees.

El-Kantara, the ancient *Calceus Herculis*, was a Roman fortress of great importance. In the neighbourhood are Roman ruins and fragments of the settlements of the Third Roman Legion. The oasis of El-Kantara comprises three villages, or *dacheras*; Khrekar (or Guera-guère), Khbour el-Abbas and Dahraouia. The population amounts to 3300 inhabitants.

El-Kantara is an excellent centre for hunting or for exploring the Aurès Mountains (see p. 193).

Many enjoyable excursions can be made from El-Kantara. Carriages, horses, and mules are to be hired at moderate prices. Guides for the three interesting villages in the oasis 20 fr. a day; for longer excursions, such as the ascent of Djebel Metlili, or the Alabaster Mountain, 20 fr. a day also.

The railway next crosses the river-bed and continues on the right bank to *El-Outaya* (the "Great Plain"), now largely cultivated and irrigated throughout its eastern end with innumerable *saggias*. [Station for visiting the Djebel-el-Melah, of grey rock salt. See also p. 193.] It then passes over the Oued Biskra, and turns the corner of the last range of mountains through several deep rock cuttings, and the great oasis of Biskra (35 miles beyond El-Kantara), with the desert around and beyond, comes in sight.

**Biskra**, the Roman *Bascera* or *Vescera*, called by the Arabs the "Queen of the Desert" (population about 14,000, including 1400 Europeans, of which about a thousand are French), has deservedly gained a considerable popularity. In addition to the railway from Algiers

to Constantine, a direct line of railway from Philippeville to Constantine, putting Biskra within easy access of Marseilles and Paris and London, has contributed to the great success of this interesting place. Biskra is also easily accessible from Bona, via Kroubs and El-Guerrah. With its admirable climate, Biskra is perhaps unequalled as a winter resort.

It must be noted, however, that north winds and dust storms sometimes prevail, and that the difficulties of transport are not favourable to patients suffering from phthisis or Bright's disease. The great virtues of the climate are the pure dryness of the air, plenty of sunshine, little or no humidity—qualities beneficial for catarrhal affections, gout and rheumatism, and renal and pulmonary affections in their early stages.

Biskra, the capital of the Zab, comprises a wide district, and was formerly an important centre of commerce, but declined under the Turks and the attacks of the Arabs. It was conquered by the Turks between 1542 and 1552. On 4th March 1844, it was occupied by the Duc d'Aumale, who left there a company of native soldiers commanded by five French officers. They were all massacred by the fanatical tribes. But in May 1844 the French became permanent masters of the town and district.

*Hotels.*—Palais Kahena ; Royal ; Victoria ; de l'Oasis ; Palace ; du Sahara.

*Post Office.*—Rue Saad.

*Railway Station.*—Facing Grande Allée, leading to principal hotels. Omnibuses meet trains. Branch-line to Oumache and Tolga (36 miles in about 2½ hours) ; trains on Mondays, Wednesdays and Saturdays during winter season.

*Motor Coaches.*—To Sidi-Okba (13 miles), daily ; from Tolga to Oued-Djellal (34½ miles), 3 times a week.

*Tramways.*—From Casino to Old Turkish Fort about every hour. Four times a day to Hammam-Salahine (3¼ miles). *Taxis.*—At station and in Rue Saad.

*English Church Service* on Sundays at Royal Hotel from beginning of January to end of April.

*Entertainments.*—See p. 197.

The *Fort St-Germain* is an important and extensive work, containing barracks, hospital, warehouses, and other buildings.

The *Oasis* of Biskra contains 250,000 palm-trees, planted in groups bordering the road, or enclosing gardens of fruit

and vegetables. The centre is reached by a tramway  $1\frac{1}{4}$  miles long, starting from the Casino and ending at the old Turkish Fort, on a mound commanding a fine view of the neighbourhood. On the east of the town there are fairly substantial remains of the Roman *Baths*, the walls of which still stand, in places, 14 or 15 feet high. There is known to have been a Christian church in *Vescera* at the beginning of the fifth century. The bishop was one Optatus, to whom St Augustine dedicated one of his books ("On the Origin of the Soul"). This Optatus died at Rome and was buried in the Catacombs of St Calixtus, where his epitaph has been discovered. The inhabitants of Biskra follow the same Muhammedan rites as the inhabitants of the sacred city of Medina, in Arabia.

The *French Town*, which you enter when coming from the railway, consists of a large street, bordered on the one side only by brick houses.

The *Native Quarter*, called by the French "Village Nègre," is the complement of the European quarter. Coming out of this quarter, a wide road of about 1500 yards, bordered by a triple row of palm-trees, takes you to the sites of the ancient villages of El-Bekri and El-Aïachi, which are marked by heaps of ruins.

The following villages are groups of houses and tents, which constitute the modern native Biskra: Bab el-Khroka, north of the Kasbah; Bab el-Rhralek, west of the Kasbah; M'Çid, south-west; Kourah, south-east; Bab el-Darb, west part of Oued Biskra; Gaddesha, north-west; and Filiache, south-east. Filiache is about 3 miles from Biskra proper.

Visitors should arrange their return about sunset in order to enjoy the magnificent view of Biskra with the mountains behind it, seen from the Filiache road.

*Amusements.*—The Casino and Theatre is a modern building on the outskirts, in the midst of gardens and palm-trees, Mauresque in the style of its architecture, but European in its character. During the season plays and concerts are given in the theatre; "petits chevaux," baccarat and "rouge et noir" are played.

Races take place some time in February (date uncertain), extending over three days, when Biskra is invaded by thousands of visitors, and those who have not secured

rooms are unable to find accommodation. Fantasia, pigeon and quail shooting add to the attractions, particulars of which are published a month in advance. Tennis is also played in the public gardens.

The Negro dances in the street should not be missed; they are extremely curious to a stranger. They take place generally at night, and are headed by a torchlight procession, and followed by drummers and pipers, making curious cries and monotonous noises.

The *Market*, near the Royal Hotel, is well worth a visit.

*Bazaars*.—A great variety of Arab ware and curiosities can be purchased at Biskra, such as brass and leather goods, cushions, feathers, copper vases and bowls, skins, horns, Kabyle pottery and jewellery, etc. The principal bazaars are near the market, and swarms of itinerant dealers frequent the hotels.

The sulphur springs and baths of *Hammam Salahine* (or Fontaine Chaude), the *Ad Piscinam* of the Romans, lie  $3\frac{1}{4}$  miles to the west of Biskra (tramway, see p. 196). The baths and waters of this spring are not sufficiently known and employed by Europeans, but are largely used by the Arabs. The buildings for the Arabs are quite separate from the general establishment.

The supply of water is 75,000 quarts an hour, at a temperature of 115° Fahr. The waters are recommended for rheumatism, tuberculosis, skin diseases, neuralgia, scrofula, renal affections, dysentery, bronchitis, wounds, partial paralysis, and diseases of women, but not for gout or heart-disease. The establishment contains ordinary baths with dressing-rooms, shower-baths, vapour-baths, a large and a small piscine or common bath, electrical appliances, a gymnasium, and offices and rooms for the employés.

#### EXCURSIONS FROM BISKRA

One of the earliest visits the traveller is likely to make is to the *Villa de Bénévènt* (formerly the Jardin Landon), sometimes called "The Garden of Allah," and Old Biskra. The former, created by a wealthy French nobleman, Comte Landon de Longeville, is a wonderful garden or park of several acres containing an endless variety of tropical and European trees, shrubs, and fruit trees. (The enclosure is open from 8.00 until sunset, admission 2 fr.)

A short drive from the Jardin Landon leads to *Old Biskra*, on the Touggourt road, consisting of seven curious narrow villages, through which water runs and irrigates the gardens and oases by which they are surrounded.

*Sidi Becker* is a picturesque village about five miles from Biskra. There is an unusually pretty mosque with a graceful minaret.

The *Col de Sfa*, situated about 5 miles to the north on the Constantine road, should be visited for the unsurpassed view over the immense desert and the Aurès Mountains.

Both the oases of Chetma and the dunes of Oumache can be visited in one day. Carriages can be hired from the hotels.

The following suggestions for a four days' visit to Biskra may prove of use :

*First Day.*—After visiting the squares and the market, visit the oasis of Biskra, named the Queen of the Zibans, passing by the railway at Ras-el-Guerria, and ascend the minaret of the mosque Sidi-Youdi for the finest panorama of the Sahara and the Aurès Mountains. Resume the promenade to the village of Sidi Becker ; visit the Zaouïas (Arab schools). Follow the road to the end of the oasis, then come back by the Touggourt road, which passes in front of the establishment of the Pères Blancs, an order created by Cardinal Lavigerie. Only men are admitted to inspect the interior of the monastery. Visit the Villa de Bénévent (p. 198).

In the evening go to the Ouled-Naïl quarter and visit the native cafés. The Ouled-Naïl dancers perform from 8 p.m. till 10 p.m. The entrance to the cafés is free ; the drinks only are to be paid for. *Small gratuities* should be given to the dancers.

*Second Day.*—*Sidi Okba.* The drive (13 miles) occupies two hours, passing in view of the several oases at the foot of the Aurès Mountains to the village of SIDI OKBA, the religious capital of the Ziban. The chief object of interest in the village is the mosque, considered the oldest Muhammedan building in Africa. In it is the shrine of Sidi Okba, who conquered Africa from Egypt to Tangier, A.D. 680. The interior of the mosque of Sidi Okba is richly coloured, especially the mimbar and mihrab. On one of the pillars which support the chapel is an Arabian inscription record-

ing the name and title of Sidi Okba, adding: "May God have mercy upon him." Fine views may be had from the minaret. Sidi Okba is a great place of pilgrimage.

*Third Day.*—In the morning visit the oases of *Chetma* (5-miles), the houses of which are on a larger scale than those at Sidi Okba. *M'Chounèche* (p. 194) is about 14 miles from Chetma. In the afternoon you could visit the oasis of *Oumache* (28,000 palm-trees) by rail.

*Fourth Day.*—Visit the sources of Hammam-Salahine (p. 198), by carriage or tram (3½ miles), and in the afternoon take a walk to the end of the Oued Biskra, opposite the Villa de Bénévient (p. 198), and visit the Arab village of M'Cid.

### BISKRA TO TOUGGOURT

[By rail (restaurant cars) to Touggourt (136 miles). In the winter season one train each way daily; at other times on Mondays, Wednesdays and Fridays to Touggourt, and on Tuesdays, Thursdays and Saturdays back to Biskra.]

*By Road.*—Motor service to Touggourt (6½ hours); also from Biskra to Tozeur (260 miles; p. 279), direct (in winter season only, twice weekly in each direction).

The railway crosses stony desert, which slowly gives way to sand. Small settlements and plantations are passed *en route*, but there is little variation in the scenery, except for some sections which have been developed by means of artesian and other wells. *Ourir* (68 miles) is an oasis of 30,000 palm-trees, and *M'Raïer* (73 miles) has 150,000 palms, through the heart of which the railway passes. This is a recently created plantation, and the trees are planted regularly, giving an unusual view as the train passes along on its way to Touggourt (136 miles).

TOUGGOURT (Hotels: Transatlantique; de l'Oasis) is a market town of 5000 inhabitants and the capital of the oases of the Rir. Near the station is the European section. Other quarters are those of the Muhammedan natives, the converted Jews and the Negroes. In and around Touggourt and throughout the oases of the Rir are three million palm-trees, producing an annual crop of dates averaging 50,000 tons, which is shipped to all parts of the world.



The Friday market, which is generally thronged, is most picturesque, attracting nomads from distant parts of the Sahara.

The town itself is of a nondescript character, flat, uninteresting and irregular, but the life in it is curious, too busy to be Saharan, too casual to be modern. The houses are of dried earth; the streets, narrow, winding, and often vaulted, are as dark as tunnels, with seats at the intersections (under the vaulting) for natives, who during the heat of the sun may be seen lying there asleep.

The central square is large and almost European, and the *Mosque* is characteristic. In the military quarters is a *Tower* (*poste optique*), from which a view of the surrounding desert may be had. The sentry on duty at the gates will effect an entrance for the traveller (small gratuity). The Market Square is to the east (with a memorial to the Citroën Trans-Sahara expedition), and there are generally to be seen camel-trains either loading or unloading.

To the west of the town are the "*Tombs of the Kings*," simple and crude graves in the sand. The *Plantation* of Touggourt contains nearly two hundred thousand palms, and was on the point of extinction until French engineers sank artesian wells, which have added considerably to the wealth of the district.

TEMACIN (10 miles) is reached by motor service (daily from Touggourt—Service Lagleyze), and is a picturesque village of true Saharan type, in an oasis of 50,000 palms. The village is built along one principal street, and the mosque is interesting. A school, nearby, may be visited. Temacin draws its water from deep wells (often sunk 150 feet into the earth), which are kept clean by a special fraternity, who may be seen at work in the oasis.

*Tamelhat*, a picturesque little village close to Temacin, can be visited on the same excursion, and is unique in the possession of a small lake. The village is well kept and well designed. Good plaster-work adorns some of the houses.

## TOUGGOURT TO OUARGLA, EL-OUED AND TOZEUR

[From Touggourt motor coaches (Service Lagleyze) run southward to Ouargla, eastward to El-Oued, and to Ghardaïa (p. 140) and El-Goléa (p. 142). To Ouargla and

El-Oued daily in the winter ; to Ghardaïa and El-Goléa on alternate days. The cars are usually filled, and it is advisable to reserve seats as long ahead as possible. Services across the desert to Tozeur are operated in the tourist season by six-wheeled cars. Information can be obtained as to dates, etc., from the Hôtel Transatlantique or M. René Lagleyze.]

OUARGLA (100 miles from Touggourt) is an oasis and walled desert town (Hôtel Transatlantique) of 3800 inhabitants, on the Oued Mya, a subterranean stream which is tapped for the irrigation of half a million palm-trees. Outside the walls are the military quarters. Mule-drawn trams operate between the barracks and the town, which is dominated by the minaret of the *Mosque*. The Mozabite mosque of Ouargla recalls the fact that the Ibadites originally fled to this region, later being driven by persecution to their present situation. A large sprinkling of negroes among the population derives from former slaves from the Sudan. Other small settlements around Ouargla are peopled by Berbers and negroes, and bring the population of the district to about 7000.

EL-OUED (Hôtel Transatlantique), the capital of the oases of the Souf, lies about 57 miles to the east of Touggourt, and may be reached either by the six-wheeled cars of the organised tours, by local service of motor coaches (see above) or by camel. For the trip by camel two days in each direction will be required ; for that by motor service, one day.

The characteristic of the oases of the Souf is the strange appearance of the plantations, which are surrounded, and divided, by sand-dunes which tower almost as high as the palms they enclose. El-Oued is a town of nearly 7000 people, including the inhabitants of nearby settlements, and is of curious construction. The houses, built of the natural silica which is found in the desert, are all low and domed. From the minaret of the mosque the town has the appearance of a field of bee-hives.

In the district of the Souf, which includes two other large town-oases (*Kouvinin* and *Guémar*), there are approximately half a million palms, mostly planted in small groups, representing unceasing labour on the part of the Soufas. Below the sand is moisture, and

the natives clear away the sand by hand to plant their palms, thereafter building barriers against the dunes. The gardens are an unexpected feature of the towns, and in addition to palm-trees the natives cultivate vegetables, a little cotton, tobacco and fruit.

*Tozeur* (150 miles from Touggourt), in Tunisia (p. 279), is reached across the great dunes of the desert: an exciting journey which should be taken for the sake of the desert scenery.

### CONSTANTINE TO HAMMAM MESKOUTINE

[The distance from Constantine to Hammam Meskoutine by rail is  $69\frac{3}{4}$  miles, the journey taking between  $3\frac{1}{2}$  and 4 hours (for stations, see p. 179). Other distances: from Bona,  $67\frac{1}{8}$  miles; from Guelma,  $11\frac{3}{4}$  miles; from Tunis,  $219\frac{1}{4}$  miles.]

**Hammam Meskoutine** (Hotel: Grand et Thermal), situated on the railway between Constantine and Bona, is an important watering-place, the curative value of whose springs has been known since the days of the earliest occupation of the country. The name of the station is taken from the curious formation of lime deposits derived from the hot springs, and means "The Baths of the Damned." The waters were used by the Phœnicians and the Romans, and there is still considerable evidence of buildings dating from the Roman occupation.

The present *Thermal Establishment* is of recent development. The hotel and hot springs (emerging at  $204^{\circ}$  Fahrenheit) are situated on a plateau, and the Establishment is well placed in fine natural surroundings. A casino has been added. The climate is excellent during the autumn, winter and spring. Summer is hot, and the baths are then closed.

The waters are recommended in cases of rheumatism, affections of the joints, strains, sciatic neuralgia, fevers, partial paralysis, chronic bronchitis and emphysema, localised tubercles, and some skin diseases.

They are unsuitable and even injurious in cases of congestion, especially in pulmonary tuberculosis, heart-disease, and gout.

The masses of carbonate of lime formed by the evaporation of the water from free-flowing springs have assumed curious shapes, and popular imagination has identified them with the petrified guests of and participants in a marriage contrary to Muhammedan law. It is also commonly believed that the natives are afraid to

pass by the cones after nightfall, but this is not so. What is to be guarded against is the mischance of slipping into the hot stream as it flows across the path.

EXCURSIONS.—The *Subterranean Lake* (2 miles south of hotel) and grotto. The lake is  $87\frac{1}{2}$  yards long and 44 wide.

*Announa* (7 miles south). This is the Roman *Thibilis*. The road is through pleasant country. *Thibilis* was a Roman municipium in the 3rd century. Of the *Ruins* which have been excavated, a Christian basilica, two triumphal arches, a paved road, and the houses are notable. The forum is a rectangle about 155 feet in length, at one end of which stands a triumphal arch. At the south-eastern end of the site is the temple, and on the eastern side the town gates. The south gate of the higher part of the town has a double bayed arch.

*Roknia* ( $8\frac{1}{2}$  miles north-west). The site of a prehistoric cemetery, with several thousand graves. Spread over the district are immense dolmens.

The *Gorges of Taya* are situated some 5 miles to the west. The entrance passage is spacious, with Roman inscriptions of the 3rd century on the sides. Beyond the passage, the grotto descends steeply before you arrive at the vast chambers, with stalactites and stalagmites. On the left-hand side of the steep slope is an abyss of great depth, not yet explored. Care should, therefore, be taken to keep to the right. The halls or galleries are called after the earliest or most important explorers of the caves, such as the galleries Challamet, the hall of Flogny, of Djermaa, of Faidherbe; the boudoir Gabrielle, in honour of the Princess de Croix, the first woman to make the excursion.

### ALGIERS TO TUNIS BY RAIL

Distance to Kroubs 278 $\frac{1}{2}$  miles; Kroubs to Tunis, 279 miles. For description of route to Kroubs, see pp. 179-183. Stations to Hammam Meskoutine, see p. 179; then Medjez Amar, Guelma (buffet), Petit, Nador, Duvivier (junction for Bona; buffet), Medjez-Sfa, Ain-Tahamimime, Ain-Affra, Laverdure, Ain-Sennour, Souk-Ahras (buffet; branch to Tébessa), Tarja, Sidi-Bader, Oued-Mougras, Sidi-el-Hémessi, Ghardimaou (customs examination; buffet), Oued-Méliz-Schemtou, Sidi Meskine, Souk-el-Arba (buffet), Ben Bachir, Souk-el-Khémis (buffet), Sidi Smail, Mastouta (buffet; branch to Béja), Pont de Trajan, Oued-Zarga, Medjez-el-Bab (buffet), Bordj Toun, Tébourba, Djédéida (branch for Bizerta), Manouba, Tunis (buffet).

There is only one through train a day (restaurant-car between Constantine and Duvivier and between Ghardimaou and Tunis)

from Kroubs (or Constantine) to Tunis, leaving Kroubs in the morning and due at Tunis that evening.

In the reverse direction a train leaves Tunis in the early morning, reaching Algiers the next morning. Restaurant-car between Tunis and Ghardimaou and Duvivier and Constantine.

There are buffets at Duvivier, Souk-Ahras, Ghardimaou, Souk-el-Arba. Ghardimaou is the frontier station, where the examination of baggage takes place.

At Kroubs the traveller leaves the East Algerian line for the Bona-Guelma route to Tunis. There is nothing very noteworthy during the first 45 miles of the journey.

A short distance from Hammam Meskoutine is MEDJEZ-AMAR, a thriving farm, formerly a camp. GUELMA, the next station, is a pretty, well-built town of 11,000 inhabitants, picturesquely placed near the river Seybouse. The streets are shaded by trees, and in the principal square are a mosque and a church. Monday is market day. The town is fortified and surrounded by walls. [Motor-coach service between Guelma and Constantine (p. 183).]

Ruins of Roman baths and of a theatre (reconstructed), some portions of which are in a fair state of preservation, may be seen, and near the church is a small museum of statues, tombs and inscriptions (in the public garden). On the banks of the Oued-Berda are the remains of Roman baths, near a spring; and at Djebel Mahouna are Roman quarries of rose-coloured marble, now worked by the French.

Beyond Guelma, the railway passes through delightful country, along the Seybouse valley to *Petit* and *Nador*, then enters the narrow gorge of the *Nador*, whose almost perpendicular rocks are covered with wild myrtle, and, continuing along the valley of El-Ahmar, reaches *Duvivier* (junction for Bona), a village noted only for its market, held at Medjez-Sfa (see below) on Fridays.

Beyond Duvivier the line penetrates the valley of the Oued Melah to the junction of the Oued Sfa and Oued Melah at *Medjez-Sfa*, then reaches the wooded district between *Aïn-Tahamimime* and *Aïn-Affra*. After passing *Laverdure* the train threads a remarkable, almost circular tunnel. Emerging from this, you see the cork-oak forest of Fedj-Makta. Beyond the Colimaçon ravine the line boldly runs above river and valleys to the springs of *Aïn-Sennour*, and through forests to Souk-Ahras (buffet).

SOUK-AHRAS (Hôtel d'Orient), a prosperous town of

about 11,600 inhabitants, is an important station of the Bona-Guelma railway, and the junction of the line to Tébessa (79½ miles; p. 207). It was a Roman *municipium* in the time of the Emperor Septimius Severus and probably received this honour from Trajan. Souk-Ahras is the ancient *Thagaste*, where St Augustine was born in November, A.D. 354. He made his first studies at Madaura, and completed them at Carthage, returning to Thagaste as a teacher and being ordained as a priest in 391 at Hippo.

The modern town, which dates from the French occupation, is well laid out, the streets being planted with trees and converging on the Place de Thagaste. At one end of the town is a fine square, and at the other a shaded promenade. The whole is surrounded by flourishing vineyards, beyond which are magnificent forests. Roman antiquities are found in many of the immediate suburbs, and in several directions are sulphur and other baths, some of which are used by the natives.

The most important excursion from Souk-Ahras is one of 26 miles to KHAMISSA, the ruined *Thubursicum Numidarum*, a very extensive city of the second century. Some of the ruins are in a very dilapidated and imperfect state, but are sufficient to show that the public buildings must have been of great size. The *Ksar-el-Kebir*, with its strong, double walls, and inner chambers, belongs to the Byzantine epoch. Between this and the Forum lies the *Basilica* (also Byzantine, though a Christian community existed here in Augustine's time and perhaps earlier), in fairly good preservation, the upper parts alone wanting. The emplacements for two rows of pillars can be seen; the apse is flanked by two rectangular sacristies. The thickness of the walls should be noticed. They may have been meant for fortifications, but were more probably designed merely to support the heavy upper works. Mention may be made of the Theatre, in good preservation; and Baths, Triumphal Arch, and Tombs, in a fair state of preservation. On the hills outside Khamissa the great river of Tunisia, the Medjerda, takes its rise.

[*Souk-Ahras to Tébessa*.—On this branch-line two trains leave Souk-Ahras daily, the journey (79½ miles) taking 4 hours 45 minutes. The return train from Tébessa arrives at Souk-Ahras too late to effect a connection with the evening train to Tunis. Thus passengers must spend some twenty hours at Souk-Ahras, where, fortunately, they will find good hotel accommodation.



The first important station on the branch line to Tébessa is *Mdaourouch* (otherwise Madaura or Madauros), the birthplace of Apuleius, the famous writer of "The Golden Ass." Here are interesting ruins of a theatre, a forum, a Christian church, a Byzantine fortress and baths. In this town St Augustine received his early education; it was noted for its schools. It was one of the last places to yield to Christianity, being especially noted for its fervent cult of a large list of pagan deities.

TÉBESSA (*Theveste*), founded in the first century during the reign of Vespasian and created a colony by Trajan, was the first headquarters of the Third Augustan Legion. St Maximilian suffered martyrdom here in 295, and another Saint, Crispina, was also put to death here in 304. The present population is 10,500. (Market, Tuesdays and Wednesdays.)

Tébessa was the junction of nine roads, and the Roman rampart against the attacks of the Berbers. In the second half of the second century it was the richest city of Africa next to Carthage, then raised from its ruins, to which city it was joined by a road 190 miles long. A Roman road also connected Tébessa with Timgad (p. 190). Under Septimius Severus (193-211), Tébessa attained its greatest state of prosperity.

There is one magnificent monument: the triumphal *Arch of Caracalla*, dating from A.D. 214, of the style called quadrifons, that is, of four faces of equal dimensions, each face a single arch. This splendid monument is almost intact, thanks to the eunuch Solomon, the successor of Belisarius, who, after Tébessa had been destroyed by the Numidians in the fifth century, restored the city in the sixth century, and made the arch of Caracalla the principal entrance gate.

The entire arch is built of stone, each arch has two disengaged columns on either side, with Corinthian capitals, behind which are pilasters. The central ceiling is elaborately decorated; above the entablature is a cornice, above this a frieze and another cornice. The arch is dedicated to Septimius Severus, to his wife Julia Domna, and to their son Caracalla. On the fourth arch is an inscription dating from Byzantine times, commemorating the rebuilding of Tébessa. The height from the ground

to the cornice is 34 feet; the monument is a perfect cube.

Not far from the Arch of Caracalla, in the interior of Solomon's citadel, and situated on the forum, is the *Temple of Minerva*, probably of the 3rd century. It was converted into a Christian sanctuary by the Byzantines. The portico has six Corinthian columns, four in front and one on each side, approached by a flight of stone steps. The sides of the temple are supported by four pilasters; over these and the columns are sculptured panels. The temple is 45 feet in length, 28 feet broad, and 27 feet high without the basement.

The *Citadel of Solomon* was built in haste after the destruction of the city in 535, with all kinds of material the Byzantine soldiers found at their disposal. The walls, which extend 1300 yards, are 22 feet high and 6 feet 6 inches thick, flanked by fourteen towers. Three gates gave access to the citadel, the one to the east, called Solomon's Gate, being defended by two square towers two storeys high. The south gate is called the Circus Gate, being near the unearthed remains of an amphitheatre to contain 7000 spectators. The north gate is the one described previously as the Arch of Caracalla. About two-thirds of a mile from this gate is an hexagonal building surmounted by a cupola, supposed to be an ancient *Mausoleum*.

A third of a mile from the modern town are the ruins of a *Basilica* dating from the end of the fourth or the beginning of the fifth century. The basilica, measuring 142 feet in length and 68 feet in width, was magnificently decorated. Splendid marble mosaics have been found, also marble columns, highly sculptured capitals and cornices, marble tablets and mosaics that adorned the walls, the foundations of an altar, many tombs with inscriptions, and a sarcophagus. The ruins of the entire monastery have been unearthed and excavated.

The modern town is supplied with water from a spring by an aqueduct half a mile in length, and in the town is a large Roman house, part of which is now used as a dwelling. Beyond the town to the west are a number of megalithic tombs, and the remains of a Byzantine tower.]

Leaving Souk-Ahras, the train runs along the left bank of the Medjerda, passing through several tunnels to the stations of *Tarja* and *Sidi Bader*, then to the frontier station of GHARDIMAOU (buffet), where luggage is examined. Railway time in Tunisia, it should be noted, is that of Central Europe, one hour in advance of Greenwich (see also p. 223).

Two and a half miles from the next station, *Oued-Méliz-Schemtou*, the ground is covered with the remains of the Roman city *Simitthu*, the most remarkable of which (in very imperfect condition) are the bridge over the Medjerda, the immense aqueduct, the baths, a theatre, and various ruins too dilapidated for identification. On the surrounding hills are vast quarries of rose-colour and other marble, having evidently been worked by the Romans. The quarries of Schemtou are now being worked by a company.

Six and a quarter miles beyond the station of *Sidi Meskine* is the important market town of SOUK-EL-ARBA (buffet), a commercial centre at the junction of several roads. (Arab market on Wednesdays.) Many interesting excursions can be made from Souk-el-Arba, one of two or three days being to Ain-Draham (p. 264) and to Tabarca, (41½ miles; p. 264). Moderately good accommodation may be obtained at both places. (Motor service in summer.)

*Bulla Regia*: Between four and five miles from the station are the ruins of the once important Numidian city of Bulla Regia (*Hamman Derradji* of the Arabs). The spring of sweet water, near which a large nursery garden has been created, is utilized to supply the camp and town of Souk-el-Arba. The overflow from the reservoir forms a marshy lake in which are barbel and eels. The city, a very prosperous one under the Romans, was destroyed by an earthquake, and the ruins, acres in extent, are more or less buried in the soil. The principal remains are those of a theatre, baths, a nymphæum, amphitheatre, large cisterns for the collection of rain-water, a Byzantine fortress, temple, cemetery, and several fine Roman dwelling-houses with beautiful mosaics.

Continuing the journey, you pass *Ben-Bachir* and *Souk-el-Khémis*, or *Sidi-Zéhili* (with numerous ruins), and no particular features are observed until you arrive at *Pont-de-Trajan* (buffet)—so called from a well-preserved ancient bridge quite near, dating probably from about A.D. 29.

[Hence a branch line (three trains a day) of eight miles leads to *Béja* (p. 265).]

The next station beyond Pont-de-Trajan is *Oued-Zarga*, where in 1881 the stationmaster and the railway staff were massacred and burnt by the Arabs. A commemorative monument has been erected at Pont-de-Trajan (see above). Between *Oued-Zarga* and *Medjez-el-Bab* the line crosses several bridges and tunnels and the main road from Carthage to *Tébessa*.

The little town of *Medjez-el-Bab* (population 1200) is of Spanish origin, and the district around is crowded with ancient remains, cisterns, triumphal arches, baths, and mausoleums. (Motor-coach service daily to Teboursouk, p. 261, and Tunis, p. 227.)

[This can be made the starting-point for an excursion to the ruins of *Dougga* (p. 261), in Tunisia. The trip, requiring 2 days, is performed partly on mule-back.]

The next stations, of no importance, are *Bordj-Toum*, *Tebourba* (p. 260), and *Djédéïda* (p. 257), junction of the line to *Bizerta*; but travellers will doubtless prefer to visit *Bizerta* (p. 257) after reaching Tunis.

Beyond *Djédéïda* the line passes between portions of the magnificent aqueduct constructed by Hadrian, in the second century, to supply Carthage with water from *Zeugitanus* (*Zaghuan*, p. 246). Through a very pretty district studded with gardens and villas, the train continues to *Manouba* (p. 233). The train soon passes in front of the *Bardo* (p. 231), the salt lake of *Sebkha-es-Sijoumi*, the Muhammedan cemetery, and enters the terminus at Tunis (p. 227).

## ALGIERS TO TUNIS BY SEA

## VIA PHILIPPEVILLE AND BONA

From Algiers to Tunis by sea the distance is about 385 miles. Irregular services of coastal steamers.

Taking an easterly course across the bay, with Algiers and Mustapha in the background, the steamer passes Cap Matifou (p. 125), and in about four hours is opposite *Dellys* (p. 174), where it is not always possible to land in rough weather.

After passing Cape Tedles, Cape Corbelin (near Port Gueydon), and Cape Carbon, the steamer arrives at *Bougie* (p. 176).

You cross the Gulf of Bougie. The ruins of a Roman town are seen before you arrive at Cape Cavallo, beyond which is a small island of a red hue, then the lighthouse of Djidjelli.

DJIDJELLI (Hotels: France; Plage; Littoral) is a small seaport on the site of the Roman Colony of *Ingilgitis*. The town, formerly built on the west point of the bay, was destroyed by an earthquake on the 21st and 22nd August, 1856. A new town has been built on the east shore of the bay. Djidjelli (or Jijelli) is the port to which comes the rich produce of the district.

Djidjelli was the scene of a disaster and defeat inflicted on the French troops and a battalion of the Knights of Malta in 1664. The town had been taken by an army under the command of the Duc de Beaufort by order of Louis XIV, for the purpose of keeping the Kabyles and the pirates in check. But a large force of Turkish troops with artillery arrived from Algiers, and dissensions arising between the French and Maltese commanders, the troops became demoralized, and the Comte de Gadagne in command of the Maltese ordered them to embark. The French army was overcome with a loss of 1500 men, and 90 guns and mortars.

Djidjelli continued to be the headquarters of a nest of pirates, who frequently captured French fishing-boats, and in 1839, after the Kabyles had made prisoners of a shipwrecked crew, the town was captured by the French under Colonel de Salles.

There is a motor service to Bougie (p. 176).

Two-horse vehicles, costing 40 fr.-50 fr. per day, according to distance, and automobiles, at 1 fr.-1 fr. 25 c. per kilometre, may be hired at Djidjelli for the following excursions:

On the road to Mila are the hamlet of Texenna and the superb cork-forest of *Elma Bourd* ("Cold Water"). Superb cork-oak forest at an altitude of 1950 feet.

To the west of the Djidjelli-Bougie road are the lighthouse of Raz Afia, the bridge and forest of Oued Kessir, the *maison forestière* of Gerrouch, surrounded by a beautiful forest, the gorges of the Oued Taza, the Taza Grotto and the Grottes Merveilleuses (see below).

When the snow has left the mountains, the ascent of *Mt. Babor* and *Mt. Tababor* can be made on horseback (or mules) in a little less than three days (or Babor alone in one day) with the assistance of guides. Several rivers are crossed, and the scenery along the route is very beautiful. Forests of cedar and African pine crown the summit of the mountains.

From Djidjelli some interesting Stalactite Grottoes can be visited (admission 1 fr.) at *Day-el-Oued* (Grottes Merveilleuses). They are situated about 6 miles from Ziama, where at one of the two or three small inns visitors may sleep, and after inspecting the caves proceed through the Gorges du Chabet, or to Bougie, as may be preferred.

Continuing the voyage from Djidjelli, the steamer passes the most northerly point of Algeria, Cape Bougiarone, with a lighthouse visible for twenty miles. Rounding this, it reaches the bay of Collo.

COLLO (the *El-Koll* of the Arabs and *Chullu* of the Phœnicians) has a well-protected, small harbour with a considerable coasting trade. It was a city of importance during the Roman Empire, and was famous in antiquity for its purple dyes (population over 4000). Occupied by General Baraguay d'Hilliers in 1843, it is now a small French village in a fertile cultivated plain. (Market on Fridays.)

Leaving Collo, and passing the island of Srigina, then Stora, the steamer arrives at Philippeville. The steamer comes alongside the quays at Philippeville, thus saving the annoyance of small boats.

**Philippeville**, the port for Constantine (population 40,000), is altogether European. During the great storm of 1878, the harbour works were destroyed, and every vessel in the harbour was wrecked. The damage has been solidly made good, and the outer and inner basins and dock are protected by a long, broad breakwater. The present excellent harbour of Philippeville is one of the best in Algeria.



The modern town is in the usual French style of Algerian cities. The inhabitants are chiefly Maltese, Italians, and French. The Arab element is there in a very small minority.

The principal industries are its distilleries, tanneries, breweries, conserves, wool, skins, fruit, fish, and cattle. Iron-mines and marble quarries are worked in the neighbourhood.

*Hotels.*—Grand Orient ; Littoral ; Royal.

*Post Office.*—Near Porte de Stora and Douane. *Theatre.*

*British Vice-Consul.*

*Motor-Coach Services* to Stora, St-Antoine, Djidjelli, Bona, and Constantine, *Steamers* to Marseilles, Bona, etc. *Railway* to Constantine.

Philippeville, the *Rusicade* of the Romans, which was destroyed in the fifth century, was in existence in the first century. General Négrier came to Rusicade in 1838, after the storming of Constantine, and established his headquarters, with 4000 men, there.

Nearly all the Roman antiquities have disappeared ; the few that were spared are preserved in the ancient theatre.

The streets are wide and regular. Many of them are steep, owing to the amphitheatre position of the town. The Rue Nationale is the most important thoroughfare, and the centre of the trade of the city. The fountains are well supplied with water ; and there are very important Roman cisterns, in thorough repair, especially those of the *Fort d'Orléans*, which hold an enormous quantity of pure water.

The *Cathedral* was built between 1847 and 1858. It contains a fine work of Van Dyck—Christ at the Tomb.

Most of the monuments and houses of modern Philippeville are built on old Roman ruins and cisterns. The theatre, capable of holding 600 to 700 people, is built on two large Roman cisterns. In the Rue du Sphinx is the *Museum* (open daily, 1 fr. ; free on Sundays and Thursdays ; catalogue), containing statues, busts, sarcophagi, etc., and well worth a visit.

A Christian cemetery, dating perhaps from the fourth century, has been found here, containing fragments of at least thirty graves.

[*Stora* (3 miles from Philippeville) is built on a steep rock above the sea. Its curious detached little church is the only building visible from a distance. The bay is magnificent, and was the principal harbour of the province of Constantine before the creation of Philippeville. The Roman remains at *Stora* consist of a *nymphæum*, an aqueduct bringing water to the harbour-cisterns, the cisterns of considerable size. The latter were restored in 1843 and afterwards enlarged.

*Philippeville to Constantine*.—The journey (54 miles) occupies about 3 hours. There are four trains a day in each direction.

Leaving the station the train passes through a tunnel under *Djebel Addouna*, then travels along the valley of the *Oued Saf-Saf* to the stations of *Damrémont* and *Saf-Saf*, the stations and villages of *Saint-Charles* (junction for *Bona*, 61½ miles, in 4 hours; see below) and *Robertville*, amidst fertile corn lands. Three miles from *Robertville-el-Arrouch* station is an important weekly market (*El-Arrouch*), where the Kabyles bring considerable quantities of oil, cereals, skins, wool, and textiles. Beyond *Bougrina* the train ascends to *Col des Oliviers* (buffet), situated between two valleys overlooked by *Djebel Toumiel* (2950 feet), whence the zigzag ascent of *El-Kantour* is made, affording beautiful views over the Valley of *El-Arrouch*. The train next descends to *Condé-Smendou*, a pretty, well-shaded village of 2200 inhabitants, and the valley of *Oued Smendou* to the station and village of *Bizot*, rich in fruit trees and vines. Soon the hot springs of *El-Hamma* are seen forcing their way out of the limestone rocks and irrigating the district, which in consequence produces excellent corn, figs, and other fruit. After passing the station of *Hamma* the journey quickly ends at *Constantine* (p. 183).]

Leaving *Philippeville* in the direction of *Tunis*, the steamer proceeds past the *Ras el-Hadid*, or *Iron Cape*, the *Cap de Garde*, *Fort Génois*, and *Bona* is reached almost immediately.

### BONA

*Bona*, or *Bône* (population, 52,000, including about 12,000 natives), was founded by the Arabs after the

destruction of Hippo or Hippone by the Vandal King Genseric in A.D. 431. It is called *Annaba* ("Jujube-Trees") by the Arabs, and has constantly changed rulers, until it became permanently occupied by the French in 1832.

Bona is a bright, clean, healthy town, situated on the shore of a superb bay. It is well drained, well lighted, and many of the streets are broad, handsome thoroughfares; but some of them, owing to the nature of the ground, are steep and narrow.

*Hotels*.—Transatlantique; d'Orient; Grand; Metropole; Nice; Touring.

*Post Office*.—Behind Arsenal and close to Quai Warnier. *Theatre*.—Cours Jérôme-Bertagna.

*British Vice-Consul*.—Palais Lecoq, Cours Jérôme-Bertagna.

*Railway* to Constantine via Duvivier and Guelma or via St-Charles. Also to Tunis, etc. There are three stations, all close together near the South Quay. (1) Gare de Guelma, for Constantine and Tunis; (2) Gare de la Calle, for La Calle via Morris, Blandan and Le Tarf; (3) Gare du Mokta, for St-Charles.

*Steamers* to Marseilles, Philippeville, Algiers, Tunis, Oran, etc. Passengers land and embark at the quay.

The *Kasbah*, the oldest portion of the town, was erected by the Bey of Tunis in 1300. The Harbour is the most protected, and consequently the safest of the Algerian harbours. The new quays have a length of about a mile.

The *Cours Jérôme-Bertagna* (formerly Cours National), a favourite promenade between the cathedral and the harbour, is planted with trees and flowers. On each side of it are the finest shops and public buildings, the theatre, hotels, banks, etc. The bronze statue of Thiers by A. Mercié is at the southern extremity, and at the opposite end is the modern *Cathedral of St Augustine*, a conspicuous monument in the Byzantine style, with an imposing façade. The *Great Mosque* occupies one side of the Place d'Armes. The *Djama-El-Bey*, with an elegant exterior, was built with materials taken from the ruins at Hippone. The Arab town has been entirely destroyed.

There are barracks for 3000 men, a military hospital with 600 beds, and a civil hospital for 320 patients.

[A number of charming excursions can be made from Bona, but the nearest and most interesting is to the site of the ruined city of HIPHONE or *Hippo Regius* (about

1½ miles, south), where St Augustine lived and died. In the third and fourth centuries Hippone vied with Carthage in being the most prosperous city of Roman Africa.

On the crest of the hill overlooking Hippone a spacious and ornate *Basilica*, dedicated to the Saint, has been erected—a replica of the cathedral at Carthage. The nave has a double row of rose-coloured marble columns, and the high-altar is composed of specimens of marble from various African quarries. Underneath the basilica is a handsome crypt.

In the midst of the fertile plain below the church, where formerly stood Hippone, some valuable archaeological discoveries have been made. At the dwelling-house on a farm magnificent mosaics and portions of large edifices have been exposed to view.

The mosaics are still undisturbed, and visitors are freely admitted to inspect them. Photographs can be purchased at the villa. Some of the mosaics, such as the Triumph of Amphytrite, the Muses, Fish and Fruit, the Enlèvement de Ganymede, are of the finest workmanship, equal to anything found in Tunisia. A coarser black and white mosaic, some 60 feet long, is thought to have been the floor of a passage to some public baths, but the extent of the great buildings at present disclosed is insufficient to indicate the nature of such constructions.

The so-called *Basilica of Peace* or *Glisia Roumi* (Christian Church) is in reality baths dating from Roman times. Some of the fragments reach a height of 12 feet.

A new corniche road affords an agreeable drive of about 5 miles to Fort Génois and Cap de Garde (2 miles beyond).

Leaving Bona by the western end, the road skirts the shore to the pretty bathing station of La Grenouillère, and passing the Batterie du Lion, continues through the Plage Luquin and the Plage Chapuis, with their villas and bathing establishments, as far as the Oued Koubba. A continuation of the Corniche leads to the important *Fort Génois*, 350 feet above sea-level, beyond which is the lighthouse (the light visible thirty-three miles), some few hundred yards from Cap de Garde, where can be visited the quarries from which Hippone was built, and some curious grottoes.

Another excursion from Bona is to the *Forest of Edough*,

with the ascent of *Kef Seba*. Passing through the suburb of the Colonne Randon and the small plain of Bona, the road leads to the south side of the mountain to penetrate a forest of oaks and cork-oaks to the alpine village of *Bugeaud* (8 miles), 2950 feet above the sea, with an uninterrupted view over land and ocean.

A mile beyond the village of *Bugeaud*, at *Sainte-Croix*, are cork factories. The summit of *Kef Seba* (3305 feet) is about  $\frac{3}{4}$  hour's walk from this point. From here a path leads to the old Roman aqueduct, near the *Fontaine des Princes*, in a valley thick with creepers, ferns, heaths, myrtle and other plants.]

Beyond Bona the coast becomes more hilly and wooded; Cape Rosa, with lighthouse and fixed light, visible 12 miles, is next passed and is succeeded by *La Calle*.

*LA CALLE*, a little town of 5500 inhabitants, is accessible by steam tramway ( $54\frac{3}{4}$  miles in  $4\frac{1}{4}$  hours) from Bona (p. 214). This was the old French factory known by the name of the Bastion de France. *La Calle* was for centuries famous for its coral fisheries, but the industry is no longer carried on there. The dividing line between Algeria and Tunisia touches the coast between *La Calle* and *Tabarca*.

The Island of *Tabarca* (p. 264), then *Cap Negro*, and *Bizerta* (p. 257), are passed on the way to Tunis.

Travellers wishing to visit the remarkable harbour formed by Lake *Tindja* or *Bizerta*, are recommended to land at *Bizerta*, and proceed to Tunis by railway, 61 miles. The lake, completely landlocked, is about 8 miles long by  $4\frac{1}{2}$  miles wide, with an average depth of 36 feet, affording perfect anchorage of about 35 square miles for the very largest vessels. A wide and deep canal, provided with quays for vessels and cargoes, connects the lake with a spacious commercial harbour.

The steamer from *Bizerta* proceeds past the tunny fisheries at *Ras Sidi El-Mekki*, near the lake of *Porto Farina*, into which the river *Medjerda* flows, *Ras Es-Zebib*, and doubling Cape Carthage, in view of the site and ruins of Carthage (p. 235), soon arrives at *Goletta* (or *La Goulette*), formerly the port for Tunis. Now a canal has been cut through the lake, with large basins at both the *Goletta* and Tunis ends. *Tunis*, p. 227.

# TUNISIA

## GENERAL INTRODUCTION

TUNISIA (French, *Tunisie*) is bounded on the north and east by the Mediterranean and on the south by the Sahara ; it is physically a continuation of Algeria, and comprises an area of 48,300 square miles. The Atlas Mountains divide it, running from north-east to south-west.

The principal river is the Medjerda (the ancient *Bagradas*), 300 miles in length, which rises in the valley of Khemissa, Algeria (between Souk Ahras and Tébessa), and after entering Tunisia by the gorges of Rebka flows through the plains of Djenouba, entering the sea between Tunis and Bizerta through the salt lake at Porto Farina. Other rivers are the Oued Miliane (*Catada*), which finds its outlet in the Gulf of Tunis, the Oued Ez-Zan and the Oued Kerma, flowing into the Mediterranean near Tabarca ; smaller streams include the Sfa, Mellah, Mellègue, Tefkhasid, Tessaia, Zargua, Rezla, Endoum, Zeroud, Djemila, Hatob, Gabès, Sbeitla, Sbitta and El-Hammam.

South of the Medjerda are the highlands of the Tell, and between the Tell and the Sahara is the Sahel, with large plantations of olive-trees and areas producing cereals. South of all is the Sahara. North of the Medjerda is a fertile area, with considerable oak and cork-oak forests.

Tunisia is nominally governed by a hereditary Bey, but by a convention signed on 10th July, 1882, France administers the country and collects taxes in the name of the Bey, Sidi Ahmed (Muhammed el-Habib), who is allowed a civil list, with additional allowances for members of the royal family. The present Resident General is M. Manceron.

**Races.**—The great majority of the inhabitants are Arabs or Berbers. To these must be added the Moors, the Negroes from the Sudan, and the Jews. The European population is principally French or Italian, with a small percentage of Maltese and other nationalities.



The total population is 2,410,692, divided as follows :

Native Muhammedans	2,159,157
French	91,427
Italians	86,066
Jews	56,242
Maltese	14,080
Other Nationalities	3720

The Arabs are descended from the invaders of the 7th and 8th centuries and are mainly nomads, of medium stature and rather pale complexion. The Berbers, sometimes identified with the original Libyans, are usually mountain people, although they are to be found in some of the oases, and in the Matmatas. The Moors are townsmen, of mixed descent. They are generally tall, of sallow complexion, and bearded.

The native Jews are usually poor, working as craftsmen or small shopkeepers. The Leghorn Jews are mostly found in the professions, and largely in banking. European Jews follow European customs. Native Jews dress similarly to the Muhammedans and the women are readily recognizable for the extravagance of their dress, which is usually colourful, and their jewellery. There are about 30,000 Negroes in Tunisia (including some 3000 in Tunis), engaged in menial occupations.

Until recently the Italians were predominant among the Europeans, but French colonists have now increased in numbers. The Italians are represented in every industry of the country and in every phase of it, as are also the French.

**Flora.**—Tunisia is rich in the variety of its vegetation. In addition to the trees and shrubs mentioned on p. 220, there is a profusion of indigenous and imported flowering plants, which flourish readily. Roses, geraniums, wall-flowers, lilies, stocks, carnations, violets, mignonette, anemones, poppies, marguerites, lupins, auriculas, asters, narcissi, daffodils, hyacinths, cyclamen, wild arum, and a wide variety of ferns are to be found. Similarly all European vegetables are to be found, and are cultivated for export. Potatoes, beans, peas, tomatoes, artichokes and asparagus are ready in winter and early spring for export to European markets ; and other vegetables, such

as cucumbers, lettuce, lentils, cauliflowers, carrots and other roots, celery and mushrooms are staple products.

**Fauna.**—The panther, wild cat, lynx, hyena, jackal, fox, genet and mongoose are all to be found, and wild-pig and wild goat are common. Gazelles, antelope and Barbary deer are numerous. Domestic animals include dromedaries, horses, donkeys, sheep, goats and cattle.

Smaller creatures include hares and partridges in abundance; bustards (known as *poule de Carthage*), herons, pelicans, cormorants, eagles, and other birds of prey; plovers, wild duck, woodcock, snipe, grebes, flamingoes, quail (in April and May), wild pigeon, ortolan, sand grouse, and numerous small birds according to the season.

From Cape Rosa to Cape Bon the sea yields large quantities of tunny, dories, red and grey mullet, conger, anchovies, soles, and sardines; with turbot, whiting, and mackerel less abundantly; and of shell-fish, excellent lobsters, prawns, oursins, mussels, crawfish, and oysters.

**Natural Resources and Agriculture.**—Mineral wealth consists of deposits of iron, copper, tin, lead, marble and phosphates.

Tunisia is largely agricultural, and about a million and a quarter acres are devoted to hard wheat. Barley is cultivated to a similar extent, with oats and maize receiving slight attention. Olive-trees cover 600,000 acres of the coastal region, and it is estimated that there are about 17,500,000 trees in production, yielding 40,000,000 litres of good olive-oil.

Vineyards cover 50,000 acres and wine production is steadily increasing. Fruit-bearing trees are cultivated, and include all citrous fruits, plums, peaches, apricots, mulberries, bananas, pears and cherries. In the oases of the south there are a million and a half date-palms. On the upper plateaus sparto grass is plentiful, and is exported in large quantities.

There are 1,800,000 acres of forest land, of which more than 250,000 acres bear oak and cork-oak. The Aleppo pine, poplar, cedar, thuya, pomegranate, tamarisk and myrtle are all to be found in Tunisia.

The chief articles of export from Tunisia are olive-oil, wine, cereals, fruits, vegetables, alfa, cork, cattle, horses, mules, wool, skins, woollen tissues, carpets, wax, salt,

fish, octopuses, sponges, coral, minerals, and soap. The imports consist of animals, butter, cheese, lard, skins, flour, dried fruits, tea, sugar, coffee, beer, spirits, petroleum, coal, steel, iron, cement, marble, bricks, wood for building, tiles, tissues, thread, silk, clothing, furniture, matches, paper, books, machinery, jewellery, and hardware.

Native industries are few. Tanning, leather dyeing, mat weaving, basket making, the manufacture of carpets and clothing (native), leather working and the distillation of perfumes, and sponge and general fishing are the chief occupations. The major productions are in the hands of Europeans, who exploit the mineral deposits and the principal sponge fisheries.

### HISTORICAL SKETCH

Tunisia (originally part of *Libya*) was already well advanced in civilization when the Phoenicians arrived in the 12th century B.C. The Phoenicians founded cities on the coasts, including *Outih* (Utica), *Hadrumentum* (Susa or Sousse), *Hippo Zarytus* (Bizerta) and *Thines* or *Tounes* (Tunis).

Carthage (*Kart Hadash*) was founded about 812 B.C. by Phoenicians from Tyre, led by Dido (Pygmalion's sister) or Elissa, daughter of King Belus. Land was purchased from the existing population, according to tradition, as much as could be enclosed in a bull's hide. The hide, cut into thread-like strips, enclosed sufficient for the establishment of a city. From the beginning of the 9th century the history of the country was the history of Carthage. The city rapidly reached considerable prosperity, and colonies were established along the Mediterranean coasts. The Balearic Islands, Corsica, part of southern Spain and part of Sicily, were incorporated in a commercial empire.

Minor wars were entered into, with varying success; a long series of conflicts with Rome, the Punic wars, culminated in the final defeat of Carthage in 147 B.C. and the destruction of the city. Rome, for some time satisfied by the destruction of her most formidable rival, did not immediately enter into the colonization of North Africa, save for a half-hearted attempt under Caius Gracchus in

116 B.C. The country in the main was in the hands of native kings, tributary to Rome. Active dominion and colonization date from A.D. 40, and the power of Rome in North Africa endured for four centuries, of which the first two were the most significant. Carthage was restored, and became the capital.

Christianity began to gain ground in the last decades of the 2nd century, with the Primacy established at Carthage. The early years of the faith are years of persecution and martyrdom, only diminished when Constantine gave formal recognition to Christianity.

During the first two hundred years of colonization the country was raised to wealth and organization: most of the important remains to be discovered date from that period. The 3rd century was marked by the beginning of decline. Government was bad, Rome had domestic problems, and in the new province there were pretenders to power. In the 4th and 5th centuries came the end.

The Vandals had conquered the country by 439, but held it only lightly, and were succeeded by the Byzantines in 533. Local revolts followed, and the country practically reverted to the native princes, who welcomed the advent of the Arabs in the 7th century. By 680 the forces under Sidi Okba had conquered North Africa from Tripoli to Tangier, and with the exception of a very brief Spanish period in the 16th century, Tunisia has been under Muhammadan rule for the last twelve hundred years.

In 1577 there was a French Consul in Tunis, and during the 16th and 17th centuries repeated attacks were made against the port to suppress piracy. 1655 saw the famous action under Admiral Blake by which nearly the whole of the Tunisian fleet was wiped out. The present French occupation dates from 1881, and Tunisia is now a French Protectorate. Following the occupation, Tunisia has been completely and thoroughly pacified. The last step in pacification came when the forays on the Tripolitanian border were ended by French police methods, and to-day the country is one of the most pleasant and safest holiday grounds for travellers as well as being on the way towards recovering the productivity it enjoyed in earlier years.

## PRACTICAL INFORMATION

**Season.**—The climate of Tunisia is excellent, and with the exception of the summer months, temperate. The best periods for travel are from November to mid-December and from mid-February to May.

**Time.**—Central European Time, one hour in advance of (*i.e.*, later than) Greenwich Time, is employed in Tunisia. Thus, by the clock, journeys from Algeria and other countries using Greenwich Time appear on the passenger's arrival to have taken an hour longer than the actual. The 24-Hour System is followed, and there is no "summer-time."

**Routes.**—Tunis is accessible from Great Britain by a variety of means, including an all-sea route (*a*) and an air service (see below).

(*a*) *From Manchester to Tunis.*—The only all-sea route without change of steamer is that by the Prince Line, which maintains a service leaving Manchester every ten to fourteen days and arriving at Tunis nine days later.

(*b*) *Via Marseilles.*—A steamer of the Compagnie Générale Transatlantique (French Line) leaves Marseilles every Wednesday for Tunis, reached in 30 hours; there is also a weekly service to Bizerta (motor coaches to Tunis), the passage taking 26 hours (augmented service in summer). The Compagnie de Navigation Mixte operates a weekly service to Tunis, which is reached in 30 hours. By fortnightly Société Maritime Nationale service Tunis is reached in 3 days 13 hours, via Nice and Ajaccio (Corsica).

*Via Italian Ports.*—Services are maintained by the Società di Navigazione "Tirrenia" in accordance with the following brief summary: weekly from *Naples* (reached from London in 35 hours via Rome) via *Palermo* (10½ hours from Naples) to Tunis (passage from Palermo, 13 hours); fortnightly from *Genoa* to Tunis via Cagliari (Sardinia). This company also maintains a service from Tunis to Tripoli. *For approaches from Algeria*, see pp. 204 and 211.

**Air Services.**—Air France maintains a service, daily except Sundays, between London (Croydon Aerodrome) and Tunis via Paris and Marseilles, the journey taking 30½ hours. Three times a week during the summer the



service is prolonged to Bona, reached in  $1\frac{1}{2}$  hours from Tunis. Automobiles leave 52 Haymarket, London; Place Lafayette, Paris, and 1, Rue Papere, Marseilles, in connection with all departures. An Italian company, the Società Aerea Mediterranea, operates a tri-weekly service between Rome and Tunis direct in summer ( $4\frac{1}{2}$  hours) and via Cagliari in winter (when the flight occupies 7 hours).

**Hotels** throughout the country are adequate in all respects and in the larger towns are excellent. The cuisine is good, and tariffs are moderate.

**Restaurants** of various kinds, as distinct from hotels, are to be found in Tunis.

**Expenses** can be kept to a modest scale without the visitor's suffering from any lack of comfort (see p. 106, under *Algeria*). Tunisia is one of the most agreeable of the North African countries for the foreign visitor. Everywhere it is well governed and travel is safe.

**Travel Agents.**—There is a Wagons-Lits/Cook Office in the Colisio Building, 43-45, Avenue Jules-Ferry, *Tunis*.

**Passports** are necessary for all except nationals of France, Belgium, and Luxembourg. British subjects require no visa for a normal visit; but those intending to make a long stay should obtain one, or have their passports endorsed by the British Consul at Tunis.

**Baggage and Customs.**—Passengers on Tunisian railways are allotted a free baggage allowance of 30 kilog. (66 lbs.); children travelling at half-fare, however, may take 20 kilog. (44 lbs.) only. Excess baggage is charged for at the rate of 2 fr. 64 c. per tonne (1000 kilog. or 2205 lbs.) per kilometre for 40 kilog. or less, and 2 fr. 20 c. per tonne per kilometre for more than 40 kilog. (minimum, 2 fr. 20 c.). Only personal luggage is admitted on expresses.

The following, if of French or Algerian origin, are admitted free of Customs duty: spirits, liqueurs, thread, and animals. The following articles are rigidly prohibited: tobacco, playing cards, uncurrent gold and silver coin, filled cartridges and gunpowder (see also p. 23, under *Morocco*).

**Money.**—The legal coinage consists of pieces similar to the French and minted in France. The Bank of Algeria issues Tunisian bank notes. It is advisable to exchange Tunisian currency for French notes before leaving the country.



**Communications.**—**RAILWAYS.**—There are lines covering much of the country, with a total of about 1100 miles of track.

The system north of Sfax is maintained by the Compagnie Fermière des Chemins de fer Tunisiens, while the narrow-gauge system from Sfax to Gabès and the south is operated by the Compagnie des Phosphates et du Chemin de fer de Gafsa. It should be noted that the continuation of the line from Rhilane to Tébessa is recent, and provides for an alternative tour from Tunis to Constantine, Bona and Philippeville, but such a tour is slow and not ordinarily to be recommended.

First-class fares can be estimated in general at about 45 c. per kilometre, and it is useful to remember that the railways offer a series of fixed excursions at reduced rates.

**MOTOR-COACH SERVICES** are frequent and general, the principal routes being given below :

*From Tunis to:* Kelibia; Hammamet; Beni-Khiar; Tebour-souk; Goubellat; Bizerta; Robaa; Sidi-Tabet; Korbous; Sainte-Marie-du-Zit; Metline.

*From Bizerta to* Porto-Farina.

*From Susa to:* Monastir and Mahdia; Beni-Hassen; El-Djem ad Sfax; Enfidaville; Kairouan; Djemmal Ouardenine.

*From Sfax to:* Mahdia; Djebiniana; Souassi; Sidi-bou-Zid; Bou-Thadi; Souassi; Merkez; La Hencha.

*From Enfidaville to:* Pont du Fahs via Sahouaf or Zaghouan; Kairouan.

*From Gabès to:* Kebili; El-Hamma; Matmata; Médénine (for Zarzis and Tatahouine; and Ben Ghardane); Oudref.

By means of these services a great deal of the country which is not accessible by rail can be covered at little expense. Passengers are advised to make reservations early and to obtain front seats. In rare cases three classes are carried on the same coach; first-class travel is strongly recommended (fare, 28 c. per kilometre).

**Motoring.**—Cars entering Tunisia are subject to a minimum duty of 45 per cent. *ad valorem*, recoverable on departure from the country within 12 months. The International Driving Permit and International Certificate for Motor Vehicles, as well as the Triptyque, are available (for particulars see p. 27, under *Morocco*).

The rule of the road is to keep to the right and overtake on the left. There is no general speed limit, but a

maximum of 20 kilometres per hour is applied in towns and villages.

The country possesses a fairly comprehensive main road system, mainly confined to the north, with tar macadam surfaces in the neighbourhood of Tunis. In certain districts, and particularly in the south, the roads are likely to sustain some damage during the rainy season; they are as a rule quickly repaired, but the motorist is advised to travel with caution in wet weather. A main road leads south from Tunis to Médenine, branches from it linking up the numerous antiquarian features. This route will eventually be extended to Tripoli; only a poor road—in places only a mere track—exists at present and is not fit for an ordinary touring car. A fairly powerful car with a good clearance can negotiate the desert track to the beautiful oases of Tozeur and Nefta; local information, however, should be obtained concerning the state of the track, as it is liable to cut up badly after heavy rains.

Cars suitable for all purposes may be hired in Tunis.

**Postal Information.**—Tunisia has its own stamps, issued in the same denominations as those of France. The following rates are likely to be of use to the traveller:

*Letters.*

Tunisia, France, Algeria, Morocco, and French Colonies .	up to 20 grms.	Fr. 0·50
	from 20 to 50 grms.	„ 0·75
	Maximum, 1500 grms.	
Foreign . . . . .	up to 20 grms.	Fr. 1·50
	from 20 to 40 grms.	„ 2·40
	from 40 to 60 grms.	„ 3·30
	Maximum, 2000 grms.	

*Plain Post Cards.*

Tunisia, France, Algeria, Morocco, and French Colonies . . . . .	Fr. 0·40
Foreign . . . . .	„ 0·90

*Picture Post Cards.*

Tunisia, France, Algeria, Morocco, and French Colonies .	with maximum of 5 words of greeting	Fr. 0·15
	with correspondence	„ 0·40
Foreign . . . . .	with maximum of 5 words of greeting	Fr. 0·30
	with correspondence	„ 0·90

*Air Mail.*—The supplementary charge on letters and post cards is at the rate of 1 fr. for every 100 grms. or fraction.

## TUNIS

[See Plan, facing p. 234]

Tunis, the capital (population nearly 200,000), is situated on the Lake of Tunis, and has access to the sea by means of a narrow canal extending from the port to La Goulette. This channel is 28 feet deep by 98 feet wide, and is about 6 miles long. The basin of the port covers nearly 20,000 square feet, and there is a dry-dock at La Goulette 138 feet long. Steamers of up to 4000 tons burden can discharge and load in the port.

The principal imports are woollens, cotton goods, hardware, provisions, iron and steel; and the exports, ores (tin, lead, zinc), phosphates, sponges, dates, olive oil and wine.

*Hotels.*—Transatlantique; Majestic; Tunisia Palace; Carlton; Grand et de France; Splendid; Comodore; Royal; Amilcar; d'Angleterre; Eugène; de Paris; Régence; Salammbô; Victoria; Carnot; Moderne. *Cafés and Restaurants.*—In Avenue de France and Avenue Jules-Ferry.

*Taxis.*—Avenue Jules-Ferry. *Horse-drawn Carriages.*—Avenue de Carthage; Avenue Jules-Ferry; Avenue de France. *Electric Tramways.*—From Avenue de France and other leading streets to harbour and around Medina; also to the Bardo, Manouba, Ariana, Belvédère, and other outlying points. *Electric Trains for Carthage, etc.*—Avenue Jules-Ferry. *Motor Coaches.*—Services to Tebour-souk, Le Kef, Kelibia, Hammamet, Beni-Khiar, Goubellat, Porto-Farina, Bizerta, Robaa, Sidi-Tabet, Korbous, Ste-Marie-du-Zit, etc.

*Steamers.*—Frequent sailings to Marseilles, Naples, Palermo, Cagliari, Genoa, Syracuse, Malta, etc.; also coastal services to Tripoli, Sfax, Susa, Bizerta, etc.

*Railway Station,* in the Place de la Gare, close to the Post Office and the Avenue Jules-Ferry (for Hammam-Lif, Susa, Kairouan, Oudna, Zaghouan, Bizerta and Algeria).

*Post Office,* 3, Rue d'Angleterre; branches on the Quay and 66, Rue Bab-Souika; Parcel-Post Office, 29, Rue Es-Sadikia (7.30 a.m. to 7 p.m.); Telegraph Office, Rue d'Espagne.

*Wagons-Lits/Cook Office.*—Colisio Building, 43-45, Avenue Jules-Ferry.

*British Consulate-General.*—1, Rue de l'Ancienne Douane.

*American Consulate.*—3, Rue d'Epernay.

*Churches.*—English, St George's, 39, Rue Bab-Carthagina; Sunday services, 10.15 a.m. (Oct. to June). French Protestant, 36, Rue d'Italie; Sunday services, 9 to 10 a.m. (30th June to 1st October), or 10.30 a.m. to 11.30 a.m. (1st October to 30th June).

*French Hospital,* outside Bab el-Allouch; *Italian,* Bab el-Fellah.

*Public Library,* 20, Souk el-Attarine. Open daily (Sunday and fête days excepted), from 8.30 to 11 and 15 to 18.15.

The *Popular Library*, 31, Rue El-Djazira. Open Sundays from 8 to 11, Tuesdays and Thursdays from 20 to 21 from October 1 to June 30. On Sundays from 8.30 to 10.30 from July 1 to September 30.

*Baths*.—Français, 2, Rue de Suisse.

*Concerts*.—Casino, Avenue de Carthage; Café-Concert (in summer) at the Pavillon du Belvédère, Avenue de France.

*Theatres, etc.*—Municipal Theatre and Casino, Avenues Jules-Ferry and de Carthage. Casino du Belvédère (summer). Politéama Rossini, 48, Avenue Jules-Ferry. Cinemas. Hippodrome, Avenue de Carthage. Cafés-Concerts. Military band in the Avenue Jules-Ferry or Avenue de France. Skating Palace, Avenue Stéphen-Pichon. Battle of flowers, carnival, Arab fantasias, etc., during season.

*Sport*.—Horse-racing in November, February, March, April and May. Golf Course (9 holes) at La Soukra; greens of turf, not sand (temporary membership may be effected).

*Excursions*.—During the season (Dec./April inclusive) motor excursions embracing the following points of interest are organized by the Wagons-Lits/Cook World Travel Service (at least one excursion every week-day): Belvedere Park, Bardo and Souks (half-day); Carthage and La Marsa (half-day); Korbous (half-day); Kairouan (whole-day); Dougga (whole-day).

The *St George's Cemetery*, which has belonged to the British community since 1635, is a spot of great historical interest, as in it are interred the remains of several consuls, both British and American. John Howard Payne, the author of "Home, Sweet Home," died at Tunis in 1852, and the United States Government has erected a monument to his memory in the Cemetery.

See also p. 221 for historical information.

The city was formerly surrounded by a wall and ramparts. Some of these have been demolished to make room for fine streets and boulevards. It is entered by five gates—Bab-Souïka on the north; Bab-Carthagina on the east; Bab el-Djedid on the south; Bab el-Djazira on the south; Bab el-Bahar, or Porte de France, on the south-east.

Tunis is divided into two distinct quarters, the old and the new, the French authorities having wisely decided to preserve the native quarter intact. The city and suburbs, however, form four districts, known as—The Medina, the city in the centre; the faubourg of Bab-Souïka to the north; the faubourg of Bab el-Djazira to the south; the Marine, or European quarter.

The gates by which the native town is entered are: Bab el-Kadra, towards the Bardo; Bab-Abd es-Salem, towards the Bardo; Bab-Sidi Abdallah, near the Citadel;

Bab-Sidi Aleoua, towards Zaghouan; Bab-Saadoun, towards the north-west; Bab-Fellah, towards the south; Bab-Menara, below the Citadel.

The three forts that overlook the native town, Bordj-Felfel, Bordj-el-Andalous, and Bordj-er-Rebta, are dismantled, and of no importance or interest.

There is little in modern Tunis of note. Leaving the railway station (facing which is a monument to the discoverer of the phosphate deposits, Philippe Thomas), and taking the Avenue de Carthage (in which is the Hôtel-de-Ville), you come to the line of streets which runs from the Porte de France to the lake, forming the central thoroughfare of the city. To the right it constitutes the broad Avenue Jules-Ferry, bordered by double rows of trees; to the left it becomes the Place de la Résidence and the Avenue de France. On the left-hand corner of the Avenue de Carthage is the *Casino* (which includes a theatre, café, reading and gaming rooms, and a club), and in the Place de la Résidence is the *Résidence*, erected in 1860. Standing back from the road, it has gardens of considerable size at the rear. The *Cathedral*, which is opposite, is a large, unattractive building of slight architectural worth. On the boulevard are cafés and restaurants, which become particularly animated in the evenings.

Entering the old town by the *Porte de France* (formerly *Bab el-Bahar*—Marine Gate), you come to the Place de la Bourse, with a magnificent *Statue* to Cardinal Lavigerie. The British Consulate stands on the right, at the corner of the Rue de l'Ancienne Douane, and at No. 15 is the *Old House*, which was occupied by the French Consul from the 16th century onwards. Returning to the Place de la Bourse, you take the Rue de l'Eglise, which passes the church of *Ste-Croix*, to the Great Mosque.

The GREAT MOSQUE (*Djama ez-Zitouna*—"Mosque of the Olive Tree"), a fine 13th-century building, was once the Spanish church of St Oliva. The mosque was founded in the 7th century, but the present structure was erected between the 13th and 15th centuries. The *Minaret* is especially noteworthy.

This is no entry by non-Moslems into the mosques of Tunis, or of any Tunisian town save Kairouan (where permission is given to inspect).

**SOUKS.**—The mosque stands in the midst of the souks, the most characteristic and attractive of any city in Africa, and makes a convenient landmark for those who wish to visit them without a guide. A guide, however, is to be recommended, and trustworthy men may be obtained. To the right of the mosque is the *Souk el-Attarin* (perfume sellers) and the *Souk el-Blagdja* (slipper makers), which is followed by the *Souk el-Trouk* (tailors) and the old slave market, beyond which are the *Souk es-Sekadjine* (saddlers) and the *Souk des Etoffes*.

From the Great Mosque the Rue Sidi-Ben-Arous leads to the *Souk des Chéchias*, for woodworkers, and the *Mosque of Sidi Ben Arous*, with a fine octagonal minaret. In the Rue Ben-Ziad are the embroiderers. Near to the Mosque of Sidi Ben Arous, and reached by Rue Ben-Ziad, is the *Mosque of Sidi Yusuf*, and a little farther on are the Dar el-Bey (see below) and the Kasbah.

The *Kasbah* formerly contained the Palace of the Beys, barracks for troops, and the *bagnios*, or prisons for Christian slaves. All these buildings have disappeared, and the enclosure is now a fortress, and a caserne for the French garrison. Of the ancient Kasbah only the exterior wall remains. It was here that 10,000 Christian slaves, confined by Kheir-ed-Din, escaped from their prison and opened the gates of Tunis to Charles V in 1535.

The panoramic view of Tunis and suburbs from the heights of the Kasbah is as remarkable as it is extensive.

**DAR EL-BEY.**—Lower down the Place de la Kasbah on the right is the Dar el-Bey, or town palace of the Bey, but seldom used as a residence, except during the month of Ramadan. The palace, built by Hamouda Pasha about 120 years ago, has a very plain exterior, but some of the older rooms, reserved for the Bey and for distinguished visitors, are decorated in the very highest form of Moorish art. Permission to visit can be obtained from the officer at the palace. The ground floor is occupied as public offices. The upper reception rooms and private apartments of the Bey are decorated with the delicate Arabesque plaster work, called *nuksh hadida*.

Some of the rooms are rich in coloured marble and tiles, and the Hall of Judgment has a splendid dome of most artistic lace-like plaster work. The modern state rooms



are in contrast to the others, being furnished and painted in a showy display of red and gold. A fine view of Tunis and environs is obtained from the roof, reached by a staircase. Queen Caroline, wife of George IV, resided at Dar el-Bey in 1816.

The large buildings opposite the Dar-el-Bey, formerly *souks*, are now occupied by the Ministry of Finance and the Ministry of Public Works.

To the left of the Kasbah is the *Mosque of the Kasbah*, built in 1230-40 (restored in 1904), with a square minaret. Also in the Place de la Kasbah are the imposing *Law Courts*, opened in 1901, and near by the *Mosques* of Sidi Mahrez and Sidi Muhammed Bey. The streets of the *Jewish Quarter* (near the Bab-Carthagina), thronged by the inhabitants wearing striking costumes, are usually of considerable interest.

The *Faubourg Bab-Souika*, which lies to the north, can be reached from the Porte de France by tram, and contains what is perhaps the most picturesque district of Tunis, that of the *Halfaouine*, reached from the Place Bab-Souika. There is a pleasing mosque and fountain in the Place Halfaouine. This section of the city is mostly inhabited by negroes, and during the festivals of Ramadan generally offers some remarkable, if occasionally noisy, scenes.

**BARDO.**—One of the most interesting, if not imperative, visits is to the Bardo and the Musée Alaoui, situated about 2 miles from the centre of the town. The trip can be made by train from the Nord station, Rue de Rome; by tram to the Bab-Saadoun, thence by another electric car to the Bardo; or by carriage, a pleasant drive, passing through the ruins of the *Aqueduct*, constructed by the Romans, and destroyed by the Spaniards in the 16th century.

The *Bardo* was formerly a vast palace, the winter residence of the Beys, around which other palaces were grouped without much regard to order. The whole was surrounded by a wall with fortifications; now, however, most of these constructions have been destroyed, and the stones thereof form part of the ground reclaimed from the lake to make the new port (see p. 227). A battery of six small rifled guns (the gift of Napoleon III to

Muhammed Sadok) and a small caserne for soldiers have been allowed to remain.

Of the Bey's palace some portions have been spared, and in the main building, approached by a flight of steps flanked by eight lions in white marble from Venice, are a number of halls, spacious reception rooms and galleries. (Admission, see Musée Alaoui below.)

Adjoining the apartments alluded to, in the ancient harem of Muhammed Bey, has been installed an important collection of antiquities and Mauresque and Arabesque decorative carving, under the name of the MUSÉE ALAOUÏ, which is open every weekday from 9.0 to 11.0 and from 14.0 to 17.0 in winter (October to May); and from 15.0 to 18.0 during the rest of the year. On Sundays 14.0 to 17.0 all the year round. Admission, 1 fr., including the Bardo (see above); free on Sundays. On Sundays 50 c. is charged for the Bardo. Catalogues on sale.

The museum was opened to the public on April 9, 1891. There are in all about a score of well-arranged rooms which, together with the Musée Arabe (see p. 233), form the finest collection of antiquities in North Africa.

The museum is entered through a vaulted vestibule on the ground floor, containing some sarcophagi, inscriptions and other antiquities.

The first floor is composed of three principal apartments, the patio in the middle, with one hall to the right, and another to the left. The patio, decorated in bad taste, and with the usual marble fountain, has nothing to detain the visitor save some inscriptions and statues. The room to the right, called the *Hall of the Women of the Harem*, is in the form of a cross, with a cupola in the centre, and from the four sides or arms of the cross lead four square rooms with cupolas, all covered with lovely arabesque plaster work. The rooms contain antique sculptures, faience, old tiles framed, busts, terra-cotta, glass, arms, and in a separate room a complete collection of cooking utensils.

The *Hall* to the left is one spacious apartment, measuring 60 feet by 37 feet, in which may be seen some of the finest mosaics in the world. The floor is covered with one large important mosaic, measuring 170 yards square, "The Triumph of Neptune," found at Susa.

The *Musée Arabe* was established in 1900 in a small modern building, a good example of local architecture. Entrance to it is gained from the top of the staircase leading to the Antiquities section. There are two rooms containing some fine specimens of Kairouan carpets and domestic furniture. Open Thursday and Sunday mornings and Friday evenings.

*K'sar Said*.—Three hundred yards beyond the Bardo is the former palace of the ladies of the harem, now a winter residence of the present Bey. The palace is surrounded by extensive gardens and orangeries, and although the palace is no longer open to the public, permission to visit the famous orangeries can be obtained. It was at K'sar Said that the famous treaty of occupation was signed on May 12, 1881, by the Bey Muhammed Es-Sadok and General Bréard, and with the treaty ended the independence of Tunisia.

MANOUBA, beyond K'sar Said, is a garden village studded with handsome Arab mansions and villas. The country palace of Kheir-ed-Din Pasha, Prime Minister of Tunis, is now the property of a French company. Near the station of Manouba is the *Hippodrome*, where horse-races take place in the spring. Here also are cavalry barracks, ruins of the great aqueduct (p. 239), villas, gardens and the ancient *Palace* of Hamouda Pasha.

LE BELVÉDÈRE.—The municipal *Belvedere Park*, which should be visited, is within an easy walk or drive of the centre of the town, by way of the Avenue de Paris (trams from the Rue de Rome and Porte de France). The park, planted with various species of shrubs and trees, to which additions are being constantly made, is surrounded and intersected by broad, well-kept paths and carriage roads.

These centre on the summit of a hill overlooking the streets and minarets of Tunis. The view, extending to the Mediterranean and the distant mountains behind the Gulf of Tunis, is probably the most extensive and interesting to be obtained in the district.

In 1901, a large and elegant public pavilion was erected on an eminence not far from the entrance, under the same management as that of the Municipal Theatre and Casino in Tunis, where in summer an excellent restaurant and

open-air theatre, or café-concert, and *salons de jeu* are provided. This is a favourite resort of the Tunisians on summer evenings.

Near the entrance to the Belvedere Park is the *Jardin d'Essai*, founded in 1892 to serve as a laboratory for the scientific study of the different varieties of plants, shrubs, and trees, with a view to determine the best species for cultivation in Tunisia. Hundreds of thousands of plants or trees are sold yearly to colonists at nominal prices.

Adjoining the *Jardin d'Essai* is a *Model Farm*, with cowhouses, sheep-folds and piggeries, where experiments in breeding are carried on. Some fields are devoted to the culture of various kinds of fodder ; in others, a special study is made of the growth of vines and tobacco. Also close to the Belvedere Park is the Institut Pasteur.

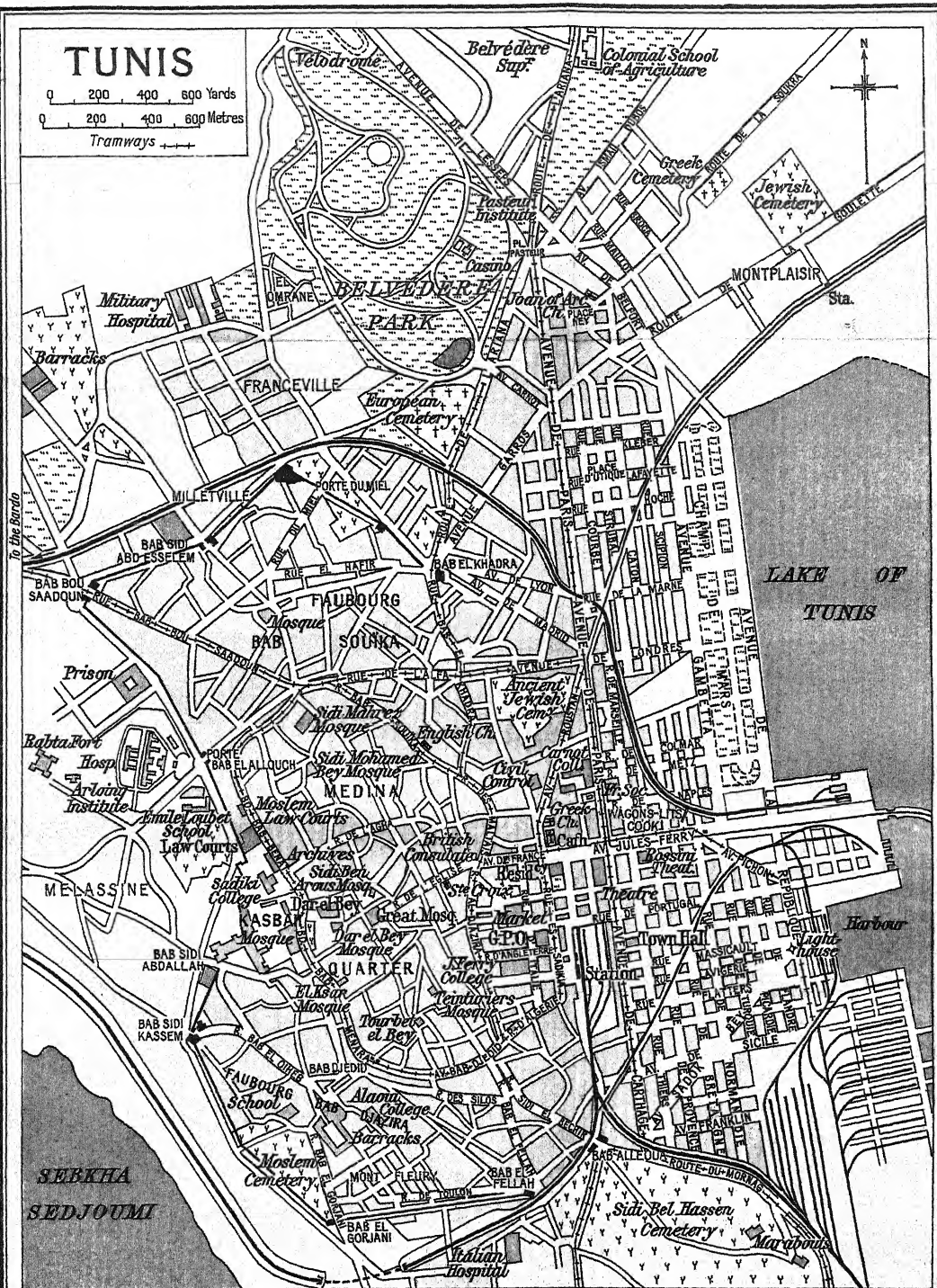
On the road to *Ariana*, a charming village surrounded by gardens and orchards, is a *Colonial School of Agriculture* (opened 1898).

## TUNIS TO CARTHAGE

Carthage is easily reached from Tunis by electric tram (from Casino station) or by automobile. The excursion occupies most of a day if the neighbouring villages are visited. The tram crosses the Lake of Tunis, following the line of the canal as far as La Goulette.

LA GOULETTE, once an important station and the port of Tunis, is now little more than a fishing village and popular Jewish summer resort.

The town, constructed with the stones of ancient Carthage, is divided by the artificial passage between the sea and the lake into two parts. It contains a population of 5000, which is considerably increased in the summer by visitors from Tunis for the sea-bathing and breezes. The fortress in the northern half of the town is celebrated in history as having been besieged and carried by assault in July 1535, by the fleet and army of Charles V, when thousands of Christian slaves were released from the citadel. Kheir-ed-Din (Barbarossa) and the garrison retreated to Tunis, but were followed by Charles and completely defeated.









In the southern part of the town are a former Bey's summer palace, prison, arsenal and Custom-house. The canal may be crossed by a steam-ferry. About a mile from La Goulette, in the direction of Carthage, are the favourite seaside resorts of *Khéreddine* and *Le Kram*. At the former is a spacious Casino with the usual attractions, and facilities for bathing, but few houses, and no shops of any kind. At *Le Kram* are a number of villas, some of them being owned by families in Tunis, others are let for the season to persons unable to leave for Europe during the hot summer.

### CARTHAGE

Carthage is generally said to have been founded by a Phœnician colony in 814 B.C., but long before that date a small settlement was established by Phœnicians near the sea, called *Kembé* or *Kambi*, a market or dépôt, later known as the *Agora*. The high ground behind was reserved for the burial of their dead, and thus *Byrsa* was a cemetery before it became the citadel and acropolis of *Dido*.

In a few centuries *Kart Hadash*, or *Carthago* in Latin, had a circumference of nearly 20 kilometres, or  $12\frac{1}{2}$  miles. For more than 700 years her power and prosperity remained undisturbed, until, at the end of her long conflict with Rome, the city was taken by *Emilianus Scipio*, and given over to the flames, 146 B.C.

A Roman colony was established by *Caius Gracchus*, 116 B.C., and Carthage, restored by the *Cæsars Julius* and *Augustus*, soon gained much of its former importance. In the second century Carthage became the chief seat of Christianity in Africa. In 439 the city fell into the hands of the *Vandals*, and was retaken by *Belisarius* under *Justinian* in 533. In 698 it was captured and overrun by the Arab invasion, and ruined by them for ever.

Of all the splendour and glory of Carthage there now remain but a few traces. From time to time the *Genoese*, the *Pisans*, and the *Tunisians* have carried off valuable marbles, statues, columns, capitals, vases, inscriptions; others have been secured for the museums of *St Louis*, the *Bardo*, *Susa* and *Paris*.

Carthage, splendidly situated on the shores of a large well-protected bay, was composed of three distinct districts—(1) The Byrsa, or citadel, which led by three broad streets, bordered by lofty houses, to the (2) Cothon, the mercantile quarter and harbours, and (3) Megara, extending to behind the hill of Sidi-Bou-Saïd, the whole surrounded by a wall.

On the side of the Lake of Tunis the walls served to fortify the city. According to Diodorus these walls were built of hewn stone, 60 feet high and 33 feet thick; they were hollow, and divided into storeys. On the ground floor were stables for 300 elephants, with necessary provisions for their support. Above them were stalls for 4000 horses, with corn and straw for a long siege. In addition 20,000 foot soldiers and 4000 horsemen were lodged in these magnificent walls, which the Consul Censorinus compared to an encampment.

The panoramic view from the Byrsa to-day is one for extreme variety, interest and beauty, embracing the Gulf of Tunis with its distant islands Zimbra, and Zimbretta, to the east; on the opposite side of the gulf, Radès and Hammam-Lif at the foot of Djebel-bou-Korneïn, and La Goulette to the south; on the north, La Marsa and Kamart; the hills and slopes of Ariana and Soukra to the west; and behind Tunis Djebel Zaghouan, whose springs supply the water for Tunis, La Goulette, Le Kram, Khéreddine and Carthage, by means of an aqueduct 80 miles long.

Leaving Carthage station, and following the road up the hill, you begin the systematic tour of the ancient city by visiting the Cathedral and the Monastery of the White Fathers (see below).

The CATHEDRAL OF ST LOUIS, standing on the ancient *Byrsa* (now the *Colline de St-Louis*), was erected by Cardinal Lavigerie, Primate of Africa and Archbishop of Carthage. The site, that of a former temple of Concord, commands a wide view. Consecrated in 1884, the building is in the Byzantine style and is in the form of a Latin cross. The façade is flanked by two square towers, and the dome is surrounded by eight turrets.

The Cathedral is open daily until 11.15 a.m., and from 12.30 to 5.30 p.m.

The interior is impressive; the three naves are separated by arcades resting on columns of Carrara marble, with gilt capitals. Above the high altar is the bronze-gilt *Reliquary* of St Louis, which is particularly notable. The work of Armand Caillat, of Lyons, it represents the Sainte-Chapelle in Paris. St Louis (King Louis IX of France) died at Carthage on 25th August 1270, while leading a crusade against Tunis. The *Tomb* of Cardinal Lavigerie is the work of Crauk, of Paris, and symbolizes the work of the Archbishop. Negroes, in chains and free, typify his efforts on their behalf, and figures of White Fathers recall his foundation of that order.

Near the cathedral are the meagre remains of an ancient temple, and to the north is situated the *Monastery of the White Fathers*, in the garden of which is the *Chapel of St Louis*, standing on the site of a former temple to Eshmoun (Æsculapius). The chapel is poor and of no interest, save for the fact that it was erected by Louis-Philippe. The garden of the monastery, however, is rich in antiquities which the White Fathers have excavated during the last sixty years, and in the monastery building is an excellent MUSEUM, which should be visited (open Mondays, Thursdays, Fridays and Saturdays, 8 to 12 and 2 to 5).

Three rooms are devoted to the public museum. In vitrines at the entrance is a unique collection of old lamps, which date from the earliest Punic period and are not to be equalled anywhere else in the world.

The main body of exhibits are divided into three sections—Punic, Roman and Christian. (a) The *Punic* section contains objects discovered in the excavated graves, including lamps, rings, glass, pottery and weapons, as well as some curious and rare surgical instruments. (b) The *Roman* section is equally rich, with some statuary and splendid mosaics. Terra-cottas, lamps, cameos, pottery and inscriptions are chronologically arranged. (c) The *Christian* period is well represented in lamps and inscriptions, especially noteworthy being the memorials to notabilities of early church history.

Other exhibits belong to different epochs, including that of St Louis' crusade of the 13th century. There is a well-arranged collection of coins, together with jewellery, instruments, rings and clasps.

*The Forum* was situated between Byrsa and the sea, not far from Cothon, the military harbour. It was one of the most important public buildings of Carthage, the resort

of orators, bankers and merchants. On one side was the temple of Apollo, and on another the splendid Baths of Theodora, erected in 540 by the Emperor Justinian. In the Forum Christian martyrs were tortured, and from the Forum commenced the routes of communication with the interior.

Near Dermech station is the principal ruin of Punic times, the *Sanctuary of Tanit*, which has been excavated and where many thousands of sacrificial urns and votive stelæ were discovered. This is undoubtedly the site of the temple and of the sacred grove of Tanit (Astarte).

The only important modern building in this quarter is the *Palace* of Mustapha ben Ismail, an ex-prime minister, built on the ruins of an ancient monument.

*Harbours and Quays.*—Carthage had two harbours contiguous to each other, the mercantile harbour and the military harbour. These are represented to-day by two quite small lakes to the south of Douar-ech-Chott.

The harbours of Carthage were filled in by the Arabs by order of Hassan in 698, and the two basins or lakes spoken of above were made some years ago in order to represent on a small scale the position and form of the old harbours.

*Damous-el-Karita and the Great Basilica.*—These ruins lie on the cliffs between Carthage and Sidi-Bou-Saïd, and are divided into three distinct parts; to the left the semi-circular atrium, with its trichorum and nymphæum; in the middle the basilica itself; and to the right a second basilica with a baptistery.

*SIDI-BOU-SAÏD.*—On the summit of the hills above the ancient Cape Carthage and all along their slopes is the picturesque village of Sidi-bou-Saïd, so called after a marabout of Béja (see p. 265), who is held in such veneration by the Mussulmans that a pilgrimage to his tomb can under some circumstances replace a pilgrimage to Mecca. The houses of the village rise in terraces, ascending the hill like a staircase, and are conspicuous from a long distance, being all whitewashed.

The lighthouse, built on Roman ruins 440 feet above the sea, commands the Gulf of Tunis, Cape Bizerta and Cap Blanc, and naturally there is a magnificent view from the lantern. There is a military post near the lighthouse, and a koubba built over a tomb of a dervish. Few an-

tiquities have been as yet recovered from Sidi-bou-Saïd, but the native village is extremely interesting.

*Cisterns near the Sea.*—Among the most important monuments of Carthage must be reckoned the cisterns of La Malga (below), and those near the sea close to the fort of Bordj-el-Djedid. Those by the sea were repaired in 1887, and are now, after fifteen hundred years, supplying water (see also below) to Carthage, to La Goulette, and the intermediate villages.

Permission to visit the establishment can be obtained from the Director of the Company at Tunis, Rue es-Sadikia, or from the foreman at the cisterns.

**LA MALGA.**—Within easy distance of the present village of La Malga many interesting curiosities of Carthage may be visited, such as the ruined cisterns, in which some of the villagers live; the amphitheatre, the Villa Scorpionus, the cemeteries of the officials, and the circus, all of which lie between the railway and the village of Sidi Daoud. The *Cisterns* at La Malga (ruins) were 24 in number in a single line, all of the same vast dimensions—140 yards long and 28 yards broad. They were surmounted by cupolas, and between each cistern were pipes for distributing the water.

*Aqueduct.*—The water to supply Carthage was brought from Zaghouan (and later from Dougga), 80½ miles, by a superb aqueduct constructed by order of the Emperor Hadrian at a time when a severe drought desolated the country. This gigantic work delivered some 6,000,000 gallons of water a day, carried part of the way by underground canals, and along the Oued Miliane or other valleys, over thousands of magnificent arches, hundreds of which may be seen at the present time.

In 1859, the then reigning Bey, Muhammed-es-Sadok, restored the aqueduct in order to supply Tunis, as well as Carthage and the suburbs, with pure water.

The *Amphitheatre*, situated to the north-west of the Byrsa, a short distance from the village of La Malga, was in a good state of preservation as late as the 14th century, but is now a mere elliptical space, showing its original form and size.

Fragments of columns and capitals, a statuette of Diana, pagan, Jewish, Christian and Arab lamps have been found.



A vault enclosing money, rings, pottery, glass, etc., was discovered, and this has been converted into a chapel paved with marble, the altar of yellow marble from the temple of Æsculapius, dedicated to the memory of Sainte Félicité and Sainte Perpétue, and other Christian martyrs. The major part of the numerous Roman tombs, etc., discovered in the immediate vicinity have been preserved in the Lavigerie Museum (see p. 237).

*Cemeteries of the Officials.*—These cemeteries occupy a space of about 1000 square metres outside the ancient ramparts, known by the Arabs as *Bir-el-Djebbana* ("The Pits of the Cemetery"). The tombs were placed close together, made of masonry, nearly square, and on the outside figures, flowers, garlands, birds, etc., were moulded in stucco.

Inside, the tombs were furnished with urns to receive the ashes of the deceased, figures and lamps, tear-bottles, pins of copper and ivory. More than eight hundred epitaphs with their names gave an insight into the various functions of Roman officials.

During the excavations of 1895 and 1896, several series of tombs were found built over one another. These date before the Christian era. About two hundred yards from the cemeteries on the road to Tunis are the ruins of the *Villa Scorpionius*.

About a third of a mile from the amphitheatre was the *Circus*, of which only the outline remains. It was a large, solid building, measuring 765 yards in length and 109 yards wide. A little beyond the circus are the ruins of another building, which are supposed to have been the stables and the dwelling of the director of the races. To the north-east of these ruins is the hill generally called the *Hill of Juno*.

Below this hill, towards the sea, are the *Theatre* and the *Odeon*. The theatre was no doubt a very magnificent place of entertainment; and in one of his orations to the people of Carthage, Apuleius dwells on its grandeur, the columns of red and black marble, the beauty of its decorations, and boasts of the talent of the various actors and artists. Nothing remains to-day but the bare site. A colossal statue of Apollo was found here, and is now to be seen in the Musée Alaoui (see p. 232).



The *Odeon*, where the Pythian games took place, was an immense building, erected A.D. 204 on the plateau below the theatre. In the ruins, which cover a space of about two acres, many fragments of coloured marble, of statues and statuettes, have been found; and the excavations of the enclosure have succeeded in disclosing the semi-circular form of the building, the stage, the orchestra, the doorways and passages.

In the neighbourhood of the Odeon explorations undertaken by the Direction of Antiquities have brought to light tombs of a *Punic Cemetery*, from which numerous articles of funereal furniture have been secured, including lamps, figures, coins, tear-bottles, and pottery. From these it has been possible to decipher the date as being of the last years of Punic Carthage.

Due south of the Odeon was discovered, in 1895, another cemetery, the *Punic Cemetery of Douïmes*, where, at a great depth, a number of tombs of the first Carthage were excavated, some of these containing vases, the like of which had never been met with before. A variety of beautiful articles in gold, silver, bronze and faience were unearthed, among them scarabs, on which are represented heads of dogs, of monsters, of Isis, of Osiris, Phtah, with hieroglyphics, some in praise of Ra, one giving the name of the king who built the third Pyramid of Giza.

Above this cemetery the Department of Antiquities and Arts was able, in 1899, to unearth a *Roman House*, supposed to date from the fourth century, and the ruins of a *Christian Basilica* close by, which has not been identified, but is thought to have been built in the reign of Justinian.

The *Christian Basilica* is described by M. S. Gsell, in 1900, as originally having five naves, the apse surrounded by a gallery. On the left, the oratory and baptismal fonts, the basins lined with marble.

*Bordj-el-Djedid*.—On the sea-shore, north-east of the Byrsa, there was until lately a Turkish fort, called Bordj-el-Djedid ("New Fort"). After having had the battery altered in 1895, it was condemned and disarmed by the French authorities in 1901. During the construction of the new battery in 1895, a large number of bas-reliefs, capitals and cornices were found in the ruins; and among the excavations of adjoining Roman cisterns were

uneearthed bronzes, Christian lamps and an immense block of marble more than five feet in circumference, a portion of the arm of a colossal statue, possibly the statue of Hercules spoken of by St Augustine. Some 50 to 60 feet below the battery platform *Punic Tombs* of the fourth and third centuries B.C. were disclosed.

*Baths.*—At the foot of Bordj-el-Djedid will be seen a mass of ruins of extensive *Thermæ* (warm baths), to which it has not been able to assign their name. Excavations have revealed that the baths were erected by permission of the Emperor Hadrian about the year 145, at the time of the construction of the great aqueduct from Zaghouan. The baths were supplied with water from the neighbouring cisterns by a large underground leaden pipe, laid in a passage some 10 feet high and 830 feet in length. Along this passage, at a depth of from four to six metres, more than twenty Phœnician tombs were excavated from the rock, and in them were vases, Phœnician lamps and Corinthian pottery.

*LA MARSA.*—From Carthage it is a short run by electric train or a pleasant walk by road to the seaside resort of *La Marsa* and *Marsa-plage*. The *Beylical Palace*, to the left of the road, is an interesting building in Arab style. The interior is closed, but the square can be visited. There is a small, good hotel on the sea-front (Au Souffle du Zéphyr).

## OTHER EXCURSIONS FROM TUNIS

### TUNIS TO HAMMAM-LIF

There is about a score of trains daily to Hammam-Lif, and as many in the opposite direction, with extra trains in both directions during the season. Distance, 10½ miles. Time occupied, about half an hour.

Six and a quarter miles from Tunis the line passes *Radès*, the ancient *Maxula*, a small picturesque village between the Lake and the Gulf of Tunis. The station Maxula-Radès divides the village into Maxula, the French quarter, to the left, to which a tramway conducts visitors, and Radès, the native quarter, to the right. On a small scale during the hot season Maxula is bright and gay with the

usual casino, sea-bathing, pretty villas, and an excellent climate, which form its principal attractions.

Two stations beyond Radès, the charming bathing resort of HAMMAN-LIF on the shores of the Gulf of Tunis, is a deservedly popular resort of the residents of Tunis in summer, and of visitors in winter. The sea-bathing in summer is on a beach of fine sand, and the well-arranged establishment of the warm mineral baths is available at all seasons of the year. The spacious *Casino* (open only in summer) overlooks the Mediterranean.

The *Thermal Establishment*, situated in the centre of the village, a few minutes' walk from the railway station, is fitted with large and small baths, shower-baths, and rooms for massage, the tariff being very moderate. The temperature of the water at its source in the mountain is about 49° Cent. or 110° Fahr., which is reduced, unless otherwise ordered, to 38° Cent. or 93° Fahr. in the baths. The waters are efficacious in cases of scrofulous, nervous and allied diseases; also for rheumatism, wounds, fistula and diseases of the bone and skin. Taken internally the water is purgative, and when warm is clear and tasteless, but becomes nauseous when cold. Visitors to Hammam-Lif should not fail to make the delightful and easy excursion to the summit (1890 feet; about two hours on foot) of *Djebel-bou-Korneïn* ("Father with Two Horns"), both for the walk through the forests and for the lovely panoramic view over the Gulf of Tunis, Carthage, the Isle of Zembra, the Plain of Mornag, Djebel Zaghouan, La Goulette, and other landmarks.

Another interesting and easy excursion is to the model farm and colony of *Potinville*, consisting of 7000 acres of cultivated land, 1250 acres being planted with vines.

#### TUNIS TO HAMMAMET AND NABEUL

There are only two trains a day to Hammamet and Nabeul, so that both places cannot be visited in one day.

Hammam-Lif (above) is the only place of interest before Hammamet (39½ miles). HAMMAMET, a bright little village situated on the gulf of the same name, is a quiet and inexpensive health resort, becoming increasingly popular with

Tunisian families. Furnished villas are available, and two small hotels near the sea-shore provide for a limited number of guests. The town, surrounded by a wall, is protected by a Kasbah or citadel, which is worth visiting for the sake of the view. The productive gardens and the fertile lands of the district yield large harvests of oranges, lemons, tangerines and early vegetables. Bathing, boating, fishing and shooting may be enjoyed.

[At *Bir-bou-Rekba* (about half a mile from Hammamet and at about the same distance from the station) are some Roman remains.

At Siagu, Puppū and Ksar-er-Ghoula, some 2 or 2½ miles to the west, *Roman Ruins* may be visited; and at Siagu excavations undertaken by the Direction of Antiquities and Arts have disclosed the remains of a Byzantine basilica, of a fortress, and of baths paved with mosaics, dating from the fourth and fifth centuries.]

NABEUL, the terminus (8 miles beyond Hammamet), is a very pleasantly situated town near the sea, noted for its exceedingly mild and equable climate, and for its manufactory of quaint and bright pottery. Nabeul is surrounded by splendid gardens, from which the essences of roses, geraniums, and orange blossom are distilled; and many agreeable walks or drives may be taken. Good shooting may be had.

Motor coach to Kelibia (see p. 270) daily, 40½ miles.

About a mile from Nabeul, on the shore, are the ruins, partially submerged, of ancient *Neapolis*, destroyed by the Romans at the same time as Carthage.

There is a splendid view to be obtained from the top of *Ras-Tefel* (about 1¼ mile to the north-west of Nabeul), the mountain from which the potters procure their particular earth.

*Dar-Chabane*, a large inland Arab village of 4000 inhabitants, and *Beni-Khirar*, a little Arab village by the sea with a fine sandy beach, repay a visit.

The country between Nabeul and Cap Bon to the north-east is covered with Roman ruins, which, however, can only be explored on foot or on mules. Here are *Kourba* (the ancient *Curubis*), Menzel, and Kelibia (p. 270).

#### TUNIS TO OUDNA AND ZAGHOUAN

There are three trains a day from Tunis to Oudna and two to Zaghouan, but it is impossible to visit both places in one day.

Oudna alone can be comfortably visited in a day, the return to Tunis being made in the evening.

Distance to Zaghouan : 38½ miles (about 2½ to 3 hours).  
Stations : Djebel-Djelloud (for La Laverie, see below), Bir-Kassa, Nassen, Klédia, Oudna, Cheylus, Bir-Mcherga, Depienne (buffet—junction for Les Salines, Le Kef, Kalaat-ès-Senam and Tébessa), Moghrane, Zaghouan.

[The route by road (distance 34½ miles) passes through the deserted village of *La Mohamédia* (ancient *Adherculanum*), where Ahmed Bey caused to be erected a spacious palace containing numerous apartments luxuriously furnished, in which the Ministers of State and their officers also resided with him. Room was provided for 15,000 soldiers, and in the courtyards of the palace various shops and *souks* were established for the supply of necessities and luxuries. At the death of Ahmed, the contents of this vast building were plundered and very little now remains. Beyond Mohamédia, at the *Oued Miliane*, are seen portions of the ruins of the aqueduct of Carthage (p. 239).]

The ruins of OUDNA (the ancient *Uthina*), extend over several kilometres of ground, proving it to have been a place of considerable importance. The principal ruins more or less capable of identification are the *Citadel*, on the highest part of the city, containing a well-preserved hall in the centre, and several chambers with vaulted roofs; the *Amphitheatre*, of vast proportions, with some of the entrances and seats still existing; *Thermæ*, or baths, the cisterns of which can be traced; the remains of a Theatre, and small portions of a Triumphal Arch.

East of the citadel are the ruins of an immense structure, underneath which are enormous reservoirs, all so destroyed and scattered that it is impossible to deduce the original nature of the building.

By far the most interesting and authentic discoveries at Oudna are the excavations of *Three Villas* entirely paved with splendid mosaics, some depicting mythological scenes, such as the rape of Europa, Orpheus charming the wild beasts, Venus, Diana, Mercury, Neptune, etc., etc., others portraying the daily life of the people or charming pictures in natural history, sport, etc., all of the greatest artistic value. Some of these may now be seen in the Musée Alaoui (p. 232).

From Djebel-Djelloud (see above) motor coaches run to Haut-Mornag-Crétévillle and *La Laverie* (17 miles) three times daily in



each direction. The village close by is inhabited by a number of Italian miners, who work in the lead-mines in the Djebel Ressay, from the summit of which there is a splendid view. From La Laverie an excursion (17 miles) may be made to *Ste-Marie-du-Zit*, where are some ancient ruins and a boys' orphanage.

From Oudna the excursion is continued via Depienne (where you change trains) to Zaghouan, where the night may be spent.

ZAGHOUAN is a little town situated on the northern slopes of the mountain of the same name; it is a quiet, pleasant spot surrounded by gardens of fruit trees and flowers, the air being laden with the perfume of roses, lilies, violets, myrtle and orange. The population, numbering about 3000, finds employment in the manufacture of *chechias*, mats and charcoal, and in the calamine mines of the Compagnie Lyonnaise. Chechias are the red caps called "fez" in Turkey and "tarboosh" in Egypt, the manufacture and dyeing of these being a monopoly confined to Zaghouan.

No Roman ruins are to be seen, with the exception of a triumphal arch which forms the principal entrance to the town. But about  $1\frac{1}{2}$  mile distant, towards the mountain, are the remains of a temple in the centre of a semi-circular colonnade, the *Nymphæum*, built over the famous spring that supplied water to Carthage eighteen hundred years ago, as it now does to Tunis. The spring flowed into an area about 90 feet square paved with stones, and passed into a basin where the conduits in connection with the great aqueduct commenced.

The excursion to the Nymphæum can be extended to the *Ras-el-Kasa*, the highest peak of the Djebel Zaghouan (4248 feet). The ascent requires about five hours, but for those fond of mountain-climbing this excursion will prove very interesting and not too fatiguing. The view from the summit embraces half of the whole territory of Tunisia. A heliographic station can be visited. [Five and a half miles from Zaghouan, in a wild and picturesque gorge of the Djebel-bou-Hamida, are the old Roman baths of *Hammam Zeriba*. These have been restored by the Arabs, and in a large building surmounted by a koubba are two baths supplied with water 122° Fahr. at the spring, very efficacious in various forms of skin disease. The overflow



falls between banks of laurel-roses into the Oued-el-Hammam.]

## TUNIS TO SUSA, KAIROUAN, EL-DJEM AND SFAX

For these interesting and important places two, three, or four days are required, without extensions.

For Kairouan, leave Tunis by the morning or afternoon train, in either case sleeping at Susa, visit Kasbah, *souks*, museum, etc. Leave next day for Kairouan, obtain permit from the Civil-Controller (see p. 252) and visit mosques during same afternoon; sleep at Kairouan. Next morning visit bazaars, before returning to Tunis. Or the journey to Kairouan and back can be made in one day by automobile.

For El-Djem, leave Susa in morning, lunch (buffet at station), visit ruins of amphitheatre, etc., dine at the hotel or station buffet and leave El-Djem for Sfax.

*Tunis to Susa.*—Distance  $93\frac{1}{2}$  miles (in  $3\frac{1}{2}$  to  $4\frac{1}{2}$  hours). Stations: Djebel-Djelloud, Maxula-Radès (buffet), St-Germain, Hammam-Lif (see p. 243), Bordj-Cédria-Potenville, Fondouk-Djedid (buffet—junction for Menzel-bou-Zelfa), Khanguet, Grombalia, Bou-Arkoub, Bir-bou-Rekba (buffet—junction for Nabeul), Bou-Ficha, Enfidaville, Menzel-Dar-bel-Ouar, Kalaa-Kebira, Kalaa-Srira (buffet—junction for Kairouan, Sbeitla and Henchir-Souatir), Susa (buffet).

*Susa to Kairouan.*—Distance 36 miles (in 2 to  $2\frac{3}{4}$  hours). Stations: Kalaa-Srira (junction for Tunis—buffet), Kroussiah-Sahali, Sidi-el-Hani, Ain-Ghrasésia (junction for Henchir-Souatir, etc.), Kairouan.

*Susa to El-Djem and Sfax.*—Whole distance  $82\frac{1}{2}$  miles (in  $2\frac{3}{4}$  to  $3\frac{1}{4}$  hours); to El-Djem,  $42\frac{3}{4}$  miles. Stations: Msaken, Sidi-bou-Goubrine, Kerker, El-Djem (buffet), La Hencha, Ste-Juliette, Sfax.

[From Fondouk-Djedid a branch line running almost due east serves *Soliman* ( $3\frac{3}{4}$  miles from Fondouk), a small native town of about 2500 inhabitants, Menzel-bou-Zelfa ( $8\frac{3}{4}$  miles from Fondouk), and Henchir-Lebna, near the coast; and at a distance of about  $11\frac{1}{4}$  miles from Soliman, on the Gulf of Tunis, facing Carthage, is HAMMAM-KORBOUS, a thermal station, the *Aquæ Carpitaneæ* of the Romans, and still much frequented by natives.

Hotel omnibus meets trains at Soliman, the nearest station (see above).

The springs are seven in number. The water is odourless, salt to the taste and of a temperature varying from about 113° to 140° Fahr., used both internally and externally and suitable for rheumatism, gout, diabetes, laryngitis, emphysema, skin and nervous diseases. A new Hôtel des Thermes, formerly a Beylical palace, was opened in 1907. The season lasts from the 1st November to 31st May.]

The most important place between Tunis and Susa is the famous domain of ENFIDAVILLE or *Dar-el-Bey* (62½ miles from Tunis). This immense property, extending over 300,000 acres, was the subject of an historic dispute in 1880, and was one of the causes which brought about the French protectorate. The property, in itself a small kingdom in the richest district of the Byzacène, had been granted by the Bey to Kheir-ed-Din Pasha, then Prime Minister of Tunis, in consideration of his having obtained from the Sultan the right of succession to the Beylick by members of his (the Bey's) family; later Kheir-ed-Din Pasha sold it to a French company.

Enfidaville is now a magnificent colony, with a population of 6650 (including natives). Branches have been created at Reyville and Bou Fichta.

An excellent mineral water, ferruginous and gaseous, rises close to the estate, at the foot of Djebel Garci. This water finds a ready sale throughout Tunisia, and is exported to Europe. In addition to its agricultural and commercial value, the property in various directions is rich in historical ruins, of fortresses, bridges, cisterns, tombs, temples, theatres and baths. The site of ancient *Aphrodisium* (the city of Venus) is 9¼ miles distant. Interesting ruins of a triumphal arch, temple, amphitheatre, etc.

From Enfidaville the journey to Susa occupies rather less than two hours.

**Susa** (or *Sousse*), the capital of the Sahel, is a charming little town and seaport of 21,000 inhabitants (including 2200 French and 4000 Europeans of other nationalities), built on an amphitheatre, and, from the sea, bearing some resemblance to Algiers.

*Hotels.*—Grand Lavit; de France; Moderne.

*Post Office.*—Place Pichon.

*British Vice-Consulate* (with Kairouan).—Avenue Sidi-Carnot.  
*Motor couches* to Monastir and Moknine. *Steamers* to Tunis,  
Bizerta, Marseilles, etc.

Susa is the ancient *Hadrumetum*, founded by the Phœnicians in the ninth century B.C., and before Carthage. It was Hannibal's base against Scipio in the Second Punic War; was spared by the Romans and took sides against Cæsar in the Civil War. It became a Roman colony under Trajan. In 430 it was taken and destroyed by the Vandals, and under Justinian it opened its gates to the army of Belisarius.

It was invaded by the Arabs in A.D. 663, and definitely taken in 689, after the defeat of the Byzantine army at Thysdrus (El-Djem), and governed by the Khalifat of Baghdad. In the eighth century it took the name of Sousse, and was fortified in 827. Mosques and citadel were built, and, holding a very strong position, it became the haunt of corsairs and pirates. It was seized by the Normans of Sicily in the twelfth century, but soon lost.

In 1537 it was bombarded by a Spanish fleet under the command of the Marquis of Terra Nova, but successfully resisted the attack. Later on another assault by Andrea Doria was more successful; but when he returned to Spain the town revolted and piracy flourished again under Dragut. In 1881 Susa was occupied by the French without difficulty. The old town is surrounded by a crenellated wall, with bastions and square towers, the walls serving for shops and stores, somewhat after the manner of the *souks* at Tunis, but no manufactory of native work is seen.

Several gates give access to the old town, on the summit of which is the *Kasbah*, a spacious building in part occupied by the garrison-troops. A large room contains some armour, guns, antique vases, and mosaics, and from the tower there is a unique view over land and sea. Permission to visit it is readily granted on application at the guard-house.

The *Modern Town* is one of the most flourishing in Tunisia. Old walls have been removed, and boulevards have been created. Various public buildings have been erected, including a Palais de Justice. The French military station is outside the town.

The *New Port*, constructed at the same time as the ports of Tunis and Sfax, between 1894 and 1899, is managed by a joint-stock company under the title of "Compagnie des Ports de Tunis, Sousse, et Sfax." The remains of the ancient harbour and Roman breakwater may still be seen between Ras-el-Bordj and the Quarantine Fort. The new port (with depth at the quays of 21 feet 3 inches) affords facilities for shipping and exporting the rich products of the fertile plains of the central region of Tunisia, growing vast quantities of cereals, olives, and fruit, including almonds, apricots, pomegranates, and oranges.

Extensive factories for the manufacture of oil and soap are established near the harbour, as well as an entrepôt for all kinds of merchandise, called Les Magasins Généraux du Centre Tunisien.

The *Museum*, in the Place du Musée—open daily, 8-11 and 2-4, except Monday in winter, in summer morning only—contains numerous antiquities and some superb mosaics found in the neighbourhood of Susa. Beautiful mosaics from *Sorothus* may also be seen (7-10 and 1-4) in the Salle d'honneur of the Tirailleurs regiment in the Kasbah (p. 249).

The *Great Mosque* (no admission), dating from the 9th century, during the reign of Abu-ben-Muhammed El-Aghlab, is built with the columns going up to the ceiling without any arches, in the same way that some of the mosques at Tlemcen and Oran are constructed. The *Kahouat-el-Koubba*, or Café of the Dome, is a curious little building, square from the ground, then cylindrical with arched niches, the whole surmounted by a fluted dome. It is a native café.

The Ksar-er-Ribat, a large, square edifice, formerly a Byzantine fortress, then a monastery, now a *medersa* (college), occupied by a few students in some cells on the first floor. The Ksar is flanked by bastions and towers, the principal tower, of elegant proportions, being some 60 feet higher than the others. When used as a convent, it was inhabited by volunteers, who combined military service with their devotions, and took the name of *morabet*, from which is derived the word marabout.

The remains of seven large cisterns, each 330 feet long by 24 feet wide, in the Rue de la Soffra, may be visited

if time permits. About a mile from the western gate, Bab-el-Gharbi (reached by cab), are the remains of some extensive Christian catacombs well worth visiting (open 9 to 11 and 2 to 4), and a little distance beyond are the remains of an extensive Roman cemetery.

There are five distinct groups of catacombs, containing more than 10,000 places of burial.

Susa is surrounded by villages of considerable importance, and is the centre for visiting (in addition to Kairouan, El-Djem and Sfax) the following towns: *Monastir*, 13 miles; *Moknine*, an Arab town of 9000 inhabitants, 27 miles; *Mahdia*, 42 miles, (motor-coach services daily).

Thirty-six miles beyond Susa is Kairouan (for stations, see p. 247).

**Kairouan** ("Caravan," or "Resting-Place") was founded by General Okba-ben-Nefy, generally known as Sidi Okba, in the fiftieth year of the Hejira (A.D. 670), to serve as a camp, and a centre of Islam for ever. It is said that seven pilgrimages to Kairouan are equal to one to Mecca itself. The place selected is said by historians to have been a forest infested with wild beasts and serpents, and that these were removed by miracles, and that the direction of Mecca for the true position of the Grand Mosque was revealed by God. The holy city, however, soon became involved in wars, and was more or less destroyed by the Muhammedans themselves in 703 and 724, and was rebuilt by Ziadet Allah, second prince of the Aghlabite dynasty in 821; and from this epoch the present Great Mosque actually dates.

Kairouan is a large Arab city of 20,000 inhabitants, of whom only 300 are French. It is surrounded by a crenellated brick wall nearly 20 feet high, with towers and bastions, and is pierced by five gates. It contains 23 mosques, 90 *zouaouï*, 3 large cisterns, bazaars, and baths.

*Hotels*.—De France; Splendide.

*Post Office*.—Rue de la Porte.

*British Vice-Consulate*.—See under *Susa*, p. 249.

*Mosques*.—Kairouan is the only city in Tunisia where Christians are permitted to enter the sacred buildings; an order (50 c. each person), however, is necessary, and is obtained at the offices of the



Contrôle Civil, opposite the Hôtel Splendide. Slippers should be taken by visitors, although they are not absolutely necessary, mats being turned for visitors.

The GREAT MOSQUE (Djama-Sidi-Okba) is near the ramparts in the north-east corner of the city. It is of rectangular form, with a vast court which covers a cistern, surrounded by a double arcade of marble columns. From the north-west side of the court is a lofty minaret, of three storeys, from the summit of which the muezzin calls the faithful to prayer, and whence there is an uninterrupted view over the city and plain of Kairouan.

On the side of the court opposite the entrance to the minaret is the mosque itself, the prayer chamber or *maksoura*. This large rectangular interior (about 130 feet  $\times$  240 feet) consists of 17 naves of 8 arches each, resting on 296 marble and porphyry columns, with capitals of various kinds of architecture. At the end of the central nave is the *mihrab*, or sacred niche, facing the direction to Mecca, flanked with columns of red porphyry brought from Caesarea in Algeria, the walls being covered with fine plaster-work, or decorated with mosaics of marble and lapis-lazuli; and to the right of this is the *mimbar* or pulpit, 18 feet high, said to have been constructed by Abu-ben Muhammed El-Aghlab, who obtained the wood from Baghdad. All the panels are beautifully carved with extracts from the Koran, or inscriptions relating to the sacred building.

The dome is supported by porphyry columns, each nearly 40 feet in height, and the dim religious light from the coloured glass adds to the solemn and simple character of the prayer chamber.

The *Mosque of the Three Gates* (Djama Tleta Biban), in the Rue Hassin-Lalanni near the Souks Quarter, dates from the third century of the Hegira, and is one of the oldest in Kairouan. The interior is a plain single chamber supported by sixteen columns. The façade records in Cufic inscriptions the date of its construction, and of its restoration in 844 of the Hegira.

The *Mosque of the Swords* (Djama Amor Abada), in the western part of the town, is dedicated to Sidi Amor Abada, a marabout who employed himself in the manufacture of huge swords, anchors, pipes, etc. These he covered



with Arabic inscriptions, and one of them, strangely enough, predicted the French occupation. The mosque, of modern construction, is in the form of a cross, and is remarkable only for its six fluted domes, the interiors of these being decorated with inscriptions from the Koran.

The MOSQUE OF THE BARBER (*Djama Sidi-Sahab*) situated outside the town near the cisterns of the Aghlabites, is the most beautiful and important edifice of Kairouan, wherein is buried Abu-Zemaa el-Belui, said to have been one of the prophet's barbers, and with him three hairs of the prophet's beard, which he carried about him when living—one under his tongue, one next his heart, and one on his right arm.

The entrance to the mosque is through a beautiful vestibule lined with tiles and lace-like arabesque plaster-work. Next comes a cloister similarly decorated, and the arches supported by marble columns. Another vestibule, also decorated in the same style as the others, with the addition of stained glass, leads to a broad court surrounded by arcades of white marble columns and splendidly adorned with glazed faience and plaster-work. From this court the small shrine of the Barber or Companion is entered, or perhaps only caught a glimpse of, being generally occupied by pilgrims worshipping at the shrine. It is furnished with a large chandelier, flags, ostrich eggs, small lamps, carpets, etc., the tomb covered in black velvet and brocaded palls. Persian tiles and plaster arabesques cover the walls of the chamber. At the entrance of the mosque is a minaret faced with tiles.

The *Zaouïa* of *Sidi Abid-el-Ghariane* (close to the Post Office), from whom the hereditary Governor of Kairouan is descended, is an excellent example of Moorish architecture, with arcades of black and white marble, a court of two storeys, the upper storey containing cells for thirty dervishes. The *Zaouïa* of *Sidi Abd-el-Kader el-Djilani*, with numerous cloisters and cells, the sacred well, *El-Barouta*, in the centre of the town, the *Djama-az-Zitouna* outside the city, the *Zaouïa* of the *Aïssaoua*, whose members practise the same rites of self-torture as at Algiers, are all interesting buildings, but the traveller must not omit to visit the *Souks*, which, although less important than those of Tunis, are equally busy and

characteristic. The principal industries that will attract the stranger in these bazaars are those connected with the working of leather in the shape of harness, saddlery, etc., or of bright yellow slippers, in the manufacture of Arab jewellery, and of carpets, for which Kairouan has a certain reputation.

[KAIROUAN TO SBEITLA, HENCHIR-SOUATIR AND TABEDITT (for Metlaoui-Philippe-Thomas, whence rail to Sfax—see p. 272).—Distance from Ain-Ghrasésia junction (see p. 247) to Tabeditt: 165½ miles (from Kairouan 171 miles); in about 8¾ hours. Ain-Ghrasésia to Sbeitla: 75¾ miles; in about 5½ to 6 hours.

Stations: Ain-Ghrasésia (junction for Susa), Sidi-Amor-el-Kénani, Pavillier, Sidi-Saad, Hadjeb-el-Aioun, Djilma, Sbeitla (buffet), Kasserine, Thélepte, Fériana, Maajen-bel-Abbès, Henchir-Souatir, Tabeditt.

Between Hadjeb-el-Aioun and Djilma ruins of a number of towns and villages are passed; in fact the entire district, as far as Sbeitla, abounds in Roman remains.

SBEITLA (Grand-Hôtel Buffet), the Roman city of *Sufetula*, a beautiful and prosperous district in the fifth century, is situated where the great highway from Carthage intersected the main road from Théveste. The early history of Sufetula is only imperfectly known. It was the scene of a battle between the Byzantine patrician Gregory and the Arabs in 647.

The most important and best-preserved ruins of Sbeitla are in the enclosure, containing *Three Temples*, dedicated to the three Capitoline deities, Jupiter, Juno and Minerva, placed side by side and partly attached. The enclosure, paved with large stones, is about 500 feet in length and 230 feet in breadth, access to which was obtained through a triumphal archway. The central and larger temple was of the Ionic and Corinthian order mixed, the side temples entirely Corinthian. They are attributed to the time of Antoninus Pius, A.D. 138-161.

To the south of the town is the *Triumphal Arch of Constantine*, A.D. 305, forming the principal entrance to the city. It is more usually called the *Arch of Diocletian*, and was probably begun in his reign (A.D. 296-305) and finished after his death, hence the inscription. The arch

has a single opening, and the four Corinthian columns of the façade are scattered on the ground. On the way to this arch ruins of fortresses can be seen, on the left, extending from the village to just beside the Arch.

The city of Sufetula can be traced for nearly a mile in each direction, and ruins of important buildings of various descriptions offer a large field for the archæologist. In the northern part of the village are the ruins of two Christian churches, one of which has, in an adjoining baptistery, a pretty mosaic baptismal font. There are other churches in the village, the church of Vitalis and the church of Servus. Nearer the stream (the Oued Sbeitla) can be seen a bridge of three arches, formerly an aqueduct.

At *Kasserine* (hotel), beside the ancient *Cillium*, there are an interesting mausoleum with an inscription of 110 lines in honour of Flavius Secundus, a Roman arch, a ruined theatre, a church, etc.

Roman remains and quarries may be seen at *Thélepte*, the highest point of the line. Beyond the oasis of *Fériana* (whence motor coaches run to Gafsa, p. 278, and Tébessa, p. 207) is *Henchir-Souatir*, a desert station. Here you join the Gafsa line. *Tabeditt* is the junction for *Redeyef* (10 miles), with phosphate works. Another line connects Tabeditt with *Metlaoui-Philippe-Thomas* (17 miles; p. 277), on the line from Sfax to Gafsa and Tozeur.]

Resuming the journey from Susa to El-Djem and Sfax, you penetrate tracts of uncultivated land beyond the oil-manufacturing town of *Msaken* and the large village of Ouardenine. Near *Kerker* is the residence of the Caid of the tribe of the Souassi.

EL-DJEM (buffet), lying in an olive-growing district  $42\frac{3}{4}$  miles from Susa, from which it is reached in  $1\frac{1}{2}$ - $1\frac{3}{4}$  hours, was the ancient *Thysdrus*, and possesses the finest single Roman monument in North Africa. This is the AMPHITHEATRE, which is exceeded only in size by the Coliseum at Rome or the amphitheatres at Capua and Verona. Thysdrus was already known in the time of Julius Cæsar; its development thereafter made it, by the third century of our era, one of the richest towns in North Africa, owing its prosperity mostly to its trade in olives.

The construction of the amphitheatre is attributed to the Emperor Gordian the Elder, who reigned in A.D. 236. After the Arab invasion the building was turned into a fortress, where, in the year A.D. 689, the Berber heroine El-Kahenna sustained a long siege, and from this time dates the partial destruction of the fabric, when the staircases were demolished, and the arches of the lower storeys were walled up. It was still almost intact in the seventeenth century, but of late years the interior of the building has been used as a quarry by the Arabs, by whom the stones and columns have been carried off, and arches and passages broken down.

The Amphitheatre, running from east to west, forms a long ellipse, of which the greater axis is 489 feet, and its smaller 407 feet; its circumference is 1200 feet. The arena is 213 feet long and 172 feet wide; the wall is 66 feet thick, leaving galleries 60 feet wide. Above ground were four storeys, each storey supported by 60 arches, but the upper storey has almost completely disappeared. The long and high galleries with broad staircases which served as seats for the spectators have nearly all been destroyed. The amphitheatre was capable of holding 60,000 spectators.

The outside gallery on the ground floor, where it is possible to do so, has been converted by the Arabs into stores for their corn, and some of the arches are turned into shops. In the village many inscriptions have been found; and in 1902 extensive *Thermæ* were unearthed in a good state of preservation, the floors covered in mosaics. Near the baths two large cisterns have been discovered, also a wide street supposed to lead to the amphitheatre.

By way of several unimportant wayside stations the line now runs southward to meet the coast at *Sfax* (p. 272), 82½ miles from Susa. [Hence Gafsa (p. 278) and Gabès (p. 275).]

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#### TUNIS TO BIZERTA

Distance 61 miles (in about 2½ hours). Stations: Manouba, Djédéïda (buffet—junction for Souk-Ahras, etc.), Chaouat, Sidi-Athman, Aïn Rhélal, Mateur (buffet), Tindja (buffet), Sidi-Ahmed, Bizerta (buffet).

Bizerta can be visited and the return journey made in a day. Leave Tunis (Gare du Sud) in early morning. Visit the Arab town, the Kasbah, harbour, the "Pont Transbordeur," etc., and, after lunch drive through the new European quarter to the lake and the fisheries, taking train at La Pêcherie (the first halt from Bizerta) in evening. Bizerta can also be visited from Tunis by steamer.

The first station of any importance beyond the suburbs of Tunis is *Djédéida*, a junction where it is sometimes necessary to change carriages. It is situated on the right bank of the Medjerda, and the river affords facilities for milling operations. The country round is fertile and well cultivated. Eight miles beyond you come, passing large farms, with Djebel Ahmar in the distance, to *Sidi-Aihman*, called after a saint of that name. The line now runs in a north-westerly direction to Mateur (40 miles).

MATEUR (hotels), the great market of the Mogods, an important agricultural centre, rich in cereals and cattle. Guides and interpreters for excursions, also carriages, horses, or mules, may be obtained at the hotel. The town (population 4000), situated a mile from the station, is built from the materials of the ancient *Materense*. The district comprises forests, mines, and cultivated lands, growing maize and tobacco.

Charming excursions, offering few difficulties, can be made in the neighbourhood, and about 9 miles distant in the direction of Sidi Ahmed is the spur of the *Djebel Ischkeul*, on the lake of the same name. Nearby a herd of wild buffaloes is maintained by the Bey of Tunis. The entire neighbourhood is dotted with lakes, which extend through olive plantations between Ischkeul and Tindja, the largest being the *Lake of Bizerta*.

[Mateur is the junction for lines to Tabarca (68 miles ; p. 264) and to Béja (42½ miles ; p. 265), etc.]

## BIZERTA

An important naval station, with magnificent anchorage, Bizerta has a total population of about 22,000 inhabitants (of which 3000 are French ; other Europeans, 4000 ; Jews and natives, 12,000 ; and military, 3000). The port handles a large import trade in coal, fuel oil and general produce, and exporting trade in cork, wines, corn and



ores. There are two jetties, 3300 feet long, enclosing an outer harbour of 230 acres, with a depth at the quays of from 26 to 28 feet. A channel connects the sea with a lake. There are four naval docks at Ferryville, the largest of which measures 820 feet by 80 feet, accommodating the largest naval vessels. Coal and oil bunkering is made at the port, liquid fuel being delivered on board by two pipes at the rate of 180 tons per hour.

*Hotels.*—Grand ; de la Paix.

*Post Office.*—In modern town.

*Theatre.*—Municipal, Route de Mateur ; also *Cinemas.*

*Steamers* to Marseilles, Tunis, Sfax, Susa, etc. *Motor Coaches.*—Daily to Ain-Draham, Souk-el-Arba, Djebel-Abiod, Bêja, Porto Farina, and Tunis.

*British Vice-Consul.*—Grand-Hôtel, Rue de Marseille.

*Railway* to Tunis, Bona, Constantine, Algiers, etc.

Bizerta, the ancient *Hippo Diarrhytus*, was a Tyrian colony in the fourth century B.C. After becoming a Roman colony it was conquered in A.D. 661 by Moaouia-ibn-el-Hodajj ; then the Moors driven from Spain came to Bizerta in large numbers, and built an Andalusian quarter (Houmt-Andalous). When Barbarossa took possession of Tunis the inhabitants of Bizerta were the first to acknowledge his sway ; but when he was expelled they received a Turkish garrison, and Charles V sent Andrea Doria to subdue and punish them, which he did by taking the city and massacring many of the inhabitants.

On May 3, 1881, the French fleet occupied Bizerta without resistance, and on May 11, 1890, under the French Protectorate, the Beylical Government granted a concession for the construction of a new harbour and canal. These were completed in 1895, and in May, 1896, two French ironclads, the "Brennus" and the "Redoutable," entered the harbour and the Lake of Bizerta, followed in July by the French Mediterranean fleet, the lake containing fifty square miles of anchorage for the largest vessels.

A large arsenal has been constructed at Sidi-Abdallah, at the south-east extremity of the great lake, about 9 miles from the sea. At Ferryville, where some years ago no house existed, a well-built town now provides comfortable quarters for the men employed in the dockyard,



who, together with their families, make up a colony of 6000 inhabitants.

On both sides of the town, and of the entrance to the harbour, old fortifications are being replaced with new forts of the most modern type, some facing the Mediterranean, others protecting the town, the harbour and the lake. Barracks have been built, accommodating several thousand troops.

Bizerta is still in a transition state, and what there is of interest to the traveller can quickly be seen. The *Old Town* has considerably changed, and many new buildings have been erected, but there is an interesting old port, with characteristic quays and wharves, and the minaret of the mosque, on the north bank of the canal, is pleasing. The former citadel is in ruins.

The *New Town* lies to the south, and possesses a number of good modern buildings, including banks, commercial houses and hotels. Overlooking the town are the modern fortifications (see above).

UTICA AND PORTO FARINA.—Both places may be visited in the course of an easy excursion from Bizerta (motor-coach service from Bizerta to Porto Farina and Tunis, and in reverse direction, daily).

*Utica* (about 16 miles from Bizerta) is actually part of a large agricultural area, formerly owned by Count Chabannes, and considerable excavation has been undertaken. Formerly a seaport, it is now some 5 miles inland, the Medjerda having silted up the intervening land.

The small modern village on the site is *Bou Chateur*, and has no attraction. On the lands of the *domaine*, however, are the ruins of the parent city, which was founded before Carthage. Utica dates from the 11th century B.C., and after the destruction of Carthage became the most important town of North Africa.

The *Ruins* are not considerable, but there are some magnificent mosaics, which have been protected from the weather, and are open to inspection. The sites of the quays, amphitheatre and theatre can be traced, and parts of the city itself have been excavated. These include houses, one of which is called "*Cato's House*" and is reputed (without certainty) to be the house in which Cato committed suicide on the defeat of his party in 46 B.C.

Certain Punic graves have been unearthed and the objects contained in the tombs removed. Interesting kilns and workshops have also been discovered.

*Porto Farina* (some 15 miles from Utica) is on the shore of an immense lagoon, called by the natives Ghar-el-Melah, or salt lake, and into which flows the river Medjerda. Porto Farina was at one time the great winter port of the Tunisian fleet, but is now a place of no importance. Here it was that Admiral Blake destroyed the piratical fleet of the Bey of Tunis in 1655. The climate is mild in winter, and in the surrounding fields, poppies and potatoes are largely cultivated. Fisheries are established on the lake.

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### TUNIS TO DOUGGA

This excursion, if made by rail and motor coach, requires two days; it may be performed in one long day with a motor car from Tunis.

In the season motor-service from Medjez-el-Bab (the station for Dougga) daily to Dougga direct. Alternatively, auto-bus from Medjez-el-Bab or Tunis to Teboursoek (lunch), whence Dougga is about  $3\frac{1}{2}$  miles. In this case sleep at hotel at Teboursoek. Proceed early next morning on mule to Dougga. After visiting ruins, return to Teboursoek before noon, lunch, and leave by motor coach for Testour and Medjez-el-Bab, whence train to Tunis (or continue by auto-bus to Tunis, 5 hours from Teboursoek).

Leaving Tunis, the train first passes the Bardo (p. 331), then stops at Manouba (p. 233) and Djédéida (p. 257), the junction for Bizerta (p. 257). At *Tebourba* (21 miles) mules or carriages are to be obtained for visits to the many important Roman ruins of the neighbourhood, which include an amphitheatre, cisterns, and the bridge over the Medjerda at *El-Bathan*. The land around Tebourba is admirably cultivated by French colonists. Passing two small stations, the train arrives at Medjez-el-Bab (41 miles; p. 210).

This is the centre of a district filled with Roman remains. Motor coaches, starting from Tunis, run daily to Teboursoek (for Dougga, see below) via Testour,  $12\frac{1}{2}$  miles away.

TESTOUR, with a population of about 500, is reached after a charming drive along the course of the Medjerda, between two chains of mountains. The European appear-

ance of the village is accounted for by the fact that the majority of the inhabitants are descended from Moors driven out of Andalusia. There is a fine view from the minaret of the principal mosque. Roman works are traceable by the side of and in the bed of the river. (Market on Fridays.)

The motor coach continues to Teboursouk, 15½ miles farther on, passing at about half-way the extensive ruins of AÏN-TOUNGA (the ancient *Thignica*), comprising a citadel constructed by Justinian, a small semi-circular building of which the purpose is unknown, a Temple of Mercury (A.D. 169), arches, cisterns, and numerous fragments of columns. Between Aïn-Tounga and Teboursouk the road passes several farms and the ruins of *Henchir Goleu*, surrounded by fields and gardens. At *Bir-Tersas* are the remains of a Byzantine fortress.

TEBOURSOUK, the ancient *Thubursicum Bure*, has a population of 2800. With the exception of its main street, which is fairly well paved and maintained, the village has a dirty and deserted appearance. It is situated on high ground, and is enclosed by a wall of defence, with square towers at intervals, which was constructed by the Byzantines. It has no other architectural monuments, save a *Roman Cemetery* to the south. The two mosques are uninteresting.

There are daily motor services to Le Kef (p. 267) and Tunis (p. 227). Mules are available for the trip (3¼ miles) to Dougga (see below), for which those dining and sleeping at Teboursouk should make an early start.

**Dougga** (or *Thugga*, as it was called by the Romans), stands on a hill overlooking a fertile plain and was a town of some importance even in Punic times. Its real importance under the Romans did not begin until the second and third century of our era, to which period almost all the Roman remains belong. The ruins here are among the most notable in all Roman Africa. From a distance, with its numerous ruins spread over an area of several square miles, Dougga is most attractive.

The most important of the historical remains are the forum, temple, theatre, triumphal arch, mausoleum, columbarium, circus, fortress, and aqueduct.

The *Temple of the Capitol*, dedicated to the Capitoline deities Jupiter, Juno and Minerva, recently excavated, is the most beautiful and most prominent of all the antiquities of Dougga. The elegant portico is composed of eight white marble columns, monoliths, each measuring 33 feet in height, including the capitals and the base. An inscription on the frieze records the fact that the sanctuary was built during the reign of Marcus Aurelius (A.D. 161-180) at the expense of two inhabitants of Thugga. Among the group of buildings adjacent are some private houses with fine decorative mosaic pavements.

The *Mausoleum* was a handsome and solid construction, commemorative of a Numidian who died in the second century B.C. Prior to 1842 the structure was in a good state of preservation. It bore on two stones a remarkable bilingual inscription in the Libyan and Punic tongues, the only known example in North Africa. In 1842, Sir T. Reade, then H.B.M. Consul-General at Tunis, obtained permission from the Bey to remove these stones, which are now in the British Museum. The Mausoleum has been well restored.

The *Theatre*, and the remains of the only *Triumphal Arch* still standing, preserve much of their original construction, excavations undertaken by Dr Carton in 1893 having disclosed the stage and most of the seats of the theatre. The columns decorating the stage have been re-erected, so that the whole is now almost intact. An inscription found here shows that the theatre was built by a rich citizen of Thugga between A.D. 166 and A.D. 169.

The *Aqueduct*, traversing valleys a distance of 5 miles, sometimes by a double series of arches, and sometimes underground, gives proof of solid and careful construction.

Recent excavations have discovered a gallery surrounding a temple in the basement of the grand semi-circular monument, similar to but larger than the semi-circular building at TebourSouk (p. 261). A fine mosaic, discovered in the baths, is now in the Musée Alaoui, Tunis (p. 232).

A ruined *Temple of Saturn*, the remains of three triumphal arches, of cisterns, of two fountains formerly embellished with colonnades like those of Zaghuan, of the columbarium,

and the fortress, may be included in the visit (with or without a guide), time permitting.

[From Dougga it is a day's excursion, on mules (provisions should be taken) to the *Djebel Gorra* (highest point Kef Gorra, nearly 3150 feet); the most interesting peak is the Djebba, where deposits of galena (worked by the Romans) and calamine are found. These are now exploited by the Société de la Vieille Montagne.]

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### TUNIS TO LA KHROUMIRIE

This excursion requires three days. Leave Tunis by the Bona-Guelma line (Gare du Sud) in morning and arrive Souk-el-Arba about 3½ hours later. Lunch at the buffet, continue by auto-bus to Aïn-Draham, via Fernana, 26 miles, sleep at Aïn-Draham. Visit neighbourhood of Aïn-Draham, proceed to Tabarca, 16 miles. Motor-coach service between Souk-el-Arba, Aïn-Draham and Tabarca. Return from Tabarca to Souk-el-Arba by motor coach, leaving Tabarca in the afternoon, and proceed by train to Tunis; alternatively, the return from Tabarca may be made by train all the way to Tunis via Mateur.

For route from Tunis to Souk-el-Arba by railway see pp. 209, 210, reverse direction. From Souk-el-Arba (96½ miles; p. 209) the journey is continued by road to Aïn-Draham and Tabarca via Fernana, the southern boundary of La Khroumirie (see below). At a few kilometres distance a path branches off to the right to the Roman ruins of Bulla Regia (p. 209). Near Fernana two columns of Trajan's road are seen.

*Fernana* (refreshments obtainable at café-restaurant) possesses nothing to detain the visitor except the ruins of a Christian basilica. The journey is resumed by an excellent road which soon enters the splendid oak forests of La Khroumirie.

LA KHROUMIRIE, or the country inhabited by the Khroumirs (perhaps more correctly written *Khoumair* and *Khomiri*), is one of the most attractive districts of Tunisia, covered with beautiful forests of cork-trees. It extends from Tabarca on the sea-coast some 30 miles in a southerly direction to Fernana. Situated on the borders of Algeria and Tunisia, it is surrounded by forests and

mountains, and little was known of the inhabitants until the French occupation of Tunisia, except that they led an independent life, resisting all attempts at subjection, and plundering with equal impartiality the districts on either side of them.

The pacification of this turbulent people was one of the reasons for the French occupation of Tunisia, and now this once inaccessible region is covered with good roads, is perfectly safe for travellers, and the women, as well as the men, are occupied with the cultivation of the soil.

On a hill overlooking the valley of Ben-Metyr is the *Camp de la Santé* or *Les Chênes*, formerly occupied by French troops, and near by is a health resort for Tunisian families (*Hôtel Transatlantique*). From the hill referred to there is an extensive view of Algeria and Tunisia, but a still grander panorama of sea and landscape is obtained from the *Djebel-Bir*, easy of access from Aïn-Draham.

AÏN-DRAHAM ("Silver Spring").—Here the night should be spent (*Hotels: Beau Séjour et France; Bellevue; Sources; Transatlantique* at *Les Chênes*—see above). The climate is enjoyable during spring and autumn, but often cold and wet in mid-winter. There is nothing to be seen in this quiet village but the view towards the sea; but it is the centre of delightful excursions, such as those to the *Col des Ruines*, the warm springs of *Bordj-el-Hammam* on the Algerian frontier, once used by the Romans, and the sulphur baths of *Hammam des Gouadia*, at the end of a picturesque gorge.

Leaving Aïn-Draham for Tabarca, you encounter nothing remarkable during the drive of 16 miles except the beauty of the landscape. The road gradually descends, passing through forests of cork-oak trees, carpeted with ferns, myrtles, and creepers, sweet to the smell; and, past the Tunisian Custom-house, near the Col-de-Babouch, the scenery becomes wilder: hill and dale succeed each other, the country being covered with brushwood and other luxuriant vegetation, intersected by deep ravines. As the road approaches the coast, beautiful views open out, and the drive ends at Tabarca.

TABARCA (good hotel), the ancient *Thabraca*, was formerly an important port, exporting chiefly the marbles of Schemtou; it is now a small town of 1250 inhabitants



(mainly Europeans), divided into two parts, consisting of the village and small harbour and the island, crowned by a ruined Genoese fort. Remains of jetties can still be distinguished between the coast and the island.

Tabarca is a great fishing centre, and between February and September a large fleet of Sicilian boats obtains an abundance of sardines and anchovies along the coast. Coral-boats also take shelter in the small harbour when the weather is rough at sea.

Tabarca was a Roman colony in the third century, and remains of Roman buildings may still be seen. It was an important city of the African Church, and mosaics of the Christian period were found in 1884 and later. Some of these are in the Musée Alaoui (p. 232). From ancient Tabarca three or four important roads led to the rich districts of the interior. It was occupied by Spain, then by the Genoese, and taken by Tunis in 1741, when hundreds of the inhabitants were sold as slaves.

Tabarca may be more easily reached by rail from Mateur Junction (between Tunis and Bizerta); one train daily in about 3½ hours. Tunis is reached from Mateur in about 2 hours.

Motor-coach services daily from Tabarca to Le Kef (p. 267), via Babouch, Aïn-Draham (p. 264) and Souk-el-Arba (p. 209), and to Béja (see below).

[Those wishing to extend their journey before returning to Tunis can do so to advantage by going on to Béja (47 miles), connected by motor coaches (3 times weekly) which travel over the Khroumir Mountains via the magnificent *Gorges of the Khanguet*. An alternative route is that by train from Souk-el-Arba to Mastouta (four stations), whence a branch line (8 miles in 25 minutes) runs to Béja.

BÉJA, an Arab town of 10,000 inhabitants, including 1800 Europeans, is built on the ruins of the ancient *Vaga*, a prosperous and wealthy Roman town, once the granary of North Africa. The *Kasbah*, or Byzantine citadel, which commanded the eastern district of La Khroumirie, has been dismantled and replaced by large French barracks. The principal mosque was originally a Christian basilica. Remains may be seen of the Byzantine wall, towers, and gates, which enclosed the ancient city. In the neigh-

bourhood are the ruins of the basilica of K'sar Riria, of the fortress of K'sar Zaga, and of ancient rock-cut tombs.

Mule track from Béja to Aïn-Draham (p. 264), via Souk-el-Tenine, 31 miles.

Mule track back to Tabarca through the splendid forest of Nefza, and by the Djebel-Abiod.]

## TUNIS TO LE KEF AND KALAAAT-ÈS-SÈNAM

### AND TO TÉBESSA VIA KALAA-DJERDA

Distances : to Le Kef, 125½ miles, in 7 hours 40 minutes ; to Kalaat-ès-Senam, 157 miles in 9½ hours ; to Kalaa-Djerda, 146 miles, in about eight hours ; to Tébessa, Algeria (beyond Kalaa-Djerda), 184½ miles in 12¼ hours (actual).

Stations : Djebel-Djelloud, Bir-Kassa (junction for La Laverie), Nassen, Klédia, Oudna, Cheylus, Bir-Mcherga, Depienne (buffet—branch to Zaghuan), El-Aouja, Pont du Fahs-Thuburbo-Majus, Thibica, Tarf-ech-Chena, Bou-Arada, Djelida, El-Aroussa, Sidi-Ayed, Gafour (buffet), El-Akhouat, Le Krib, Sidi-bou-Rouis, Trika, Le Sers, Les Salines (buffet—junction for Le Kef, 19¼ miles), Les Zouarines, Ebba-Ksour, Aïn Mesria, Fedj-et-Tameur (junction for Slata, 18 miles), Gouraïa, Oued-Sarrath (buffet), where the line divides, going south-west to Kalaat-ès-Senam (19 miles) and south-east to Kalaa-Djerda (8 miles—buffet), formerly the terminus, Haïdra (Tunisian Customs), Rhilane (junction for Le Kouif, p. 269), El-Mouhad and Tébessa (46½ miles).

The excursion to Le Kef and return to Tunis can be made in two days. Leave Tunis (Bona-Guelma line) in early morning and arrive at Le Kef in afternoon. There is time for lunch at Gafour station. Next day, the return journey, if preferred, may be made by motor coach from Le Kef to Souk-el-Arba (30 miles) and thence by train to Tunis. For the route between Souk-el-Arba and Tunis, see pp. 209-210.

For journey from Tunis to Oudna, see pp. 244-245. Passing Cheylus (for Djebel-Oust), you reach *Depienne* (30½ miles ; junction for Zaghuan, p. 246). Then comes *Pont-*

*du-Fahs-Thuburbo-Majus* (39 $\frac{3}{4}$  miles), with an important market on Saturday. Near here (about 2 miles) are the ruins of *Henchir Kasbat*, consisting of two temples, three gates, baths, cisterns, basilica, mausoleums, and a Byzantine fortress. Beyond *El-Aroussa* (64 miles) the line runs south-west via *Gafour* (75 miles; buffet) to *Les Salines* (106 $\frac{1}{4}$  miles), the junction for Le Kef.

**Le Kef** ("The Rock") is a town of about 7000 inhabitants, perched on a rock at the western extremity of Djebel Dir, surrounded by rocky ramparts of all shapes and forms. The town, built of Roman ruins, has six gates and six mosques and is badly paved and dirty. The population, with the exception of about 1500 Europeans, is composed of Arabs.

Le Kef, the ancient city of *Sicca Veneria*, was founded by a colony of Phœnicians, who introduced there the worship of the Asiatic Venus adored in Assyria. After the Roman conquest, *Sicca* became a prosperous city, and because of its resemblance to Constantine in being built on a rock it was called *Colonia Julia Cirta Nova*. The Carthaginians sent the mercenaries who revolted to this city.

The principal *Remains* that can be traced in the city are the ruins of a temple dedicated to Hercules, and of a Christian basilica. There are also vestiges of a palace, and large blocks and walls of the thermæ. A monumental fountain supplied from a subterranean source still provides the town with water in abundance.

Outside the city are the *Roman Cisterns*, eleven in number; in a good state of preservation, they are vaulted chambers 48 feet long, 21 feet wide, and 20 feet deep. They were supplied from a spring, and were connected by a tunnel with the fountain mentioned above. Now they are used by the French soldiers for recreation. Higher up than the cisterns is the site of an ancient basilica, called by the natives *Kasr-el-Ghoula* (the castle of ghosts), and evidently from the large, well-worked stones, and from the fragments of marble columns and capitals among the ruins, it must have been a handsome and spacious building.

The *Kasbah*, occupied by the French, of Roman construction, or built from the blocks of ancient Roman

buildings, is on the highest point of the city, but overlooked by a rocky platform at the top of the mountain; and on the high ground close to the Kasbah are the barracks for the soldiers.

To the west of Le Kef, opposite the Bab-Cherfin, are traces of an amphitheatre, and, in the opposite direction, of a theatre.

[LE KEF TO SOUK-EL-ARBA.—Daily motor-coach service (30 miles), providing an alternative route for those visiting Le Kef from Tunis (see also p. 266).]

Turning eastward the road ascends to the heliographic station (3110 feet above sea-level) at Djebel Dir. From this point a descent is made past ruins of koubbas, to the Oued-Mellègue. About half-way is seen on an eminence about a mile from the road the considerable village of NÉBEUR, built with materials from the Roman city of *Castellum*. A branch line runs from Nèbeur to Sidi Smaïl (34½ miles; p. 204). Souk-el-Arba (on the railway to Tunis) is reached through the valley of the Medjerda. For journey from Souk-el-Arba to Tunis see pp. 209, 210.]

Resuming the journey at Les Salines you continue in a south-westerly direction. Close to the second station, *Ebba-Ksour* (119 miles from Tunis), are the ancient ruins of *Ebba*; *Ksour* is about 5½ miles to the south-east. At *Ellez*, about 6¼ miles to the east of *Ebba-Ksour*, are numerous megalithic monuments, a Byzantine fortress and Roman remains.

*Ain-Mesria* (125 miles) is the station for MÉDEÏNE, the site of ancient *Althiburos*, where are important ruins on both banks of the Oued-Médeïna, including a temple, a theatre and a monumental gateway. At *Oued-Sarrath* (138 miles; buffet) the line forks (right) to *Kalaat-ès-Senam* (157 miles) and (left) to *Kalaa-Djerda* and *Tébessa*.

The *Kalaat-ès-Senam*, close to the Algerian frontier, is a formidable rock perched on the summit of a pyramid about 660 feet high, perpendicular on both sides, and which can only be scaled by a flight of steps cut in the rock. About half-way up the stairway is a doorway dating from Byzantine times. The fortress was formerly impregnable, but is now a mass of ruins.

*Kalaa-Djerda* (146 miles), a centre of the phosphate industry and formerly the terminus of the railway,

immediately follows Oued-Sarrath on the Tébessa route. The Tunisian Customs station of *Haidra*, close to the river of the same name, preserves the ruins of the ancient *Ammœdara*, covering a large area and comprising a triumphal arch, a Byzantine citadel of imposing aspect, a mausoleum and other buildings. Beyond an unimportant halt is *Rhilane*, connected by branch-line with *Le Kouif* (reached in 10 minutes), the station for the *Djebel Kouif*. There follow *El-Mouhad* and *Tébessa* (184½ miles ; p. 207), on the Algerian State system.

[Kairouan (p. 251), if not visited from Tunis direct, may be reached from *Le Sers*, a station to the north of Les Salines (see p. 267) by automobile (84 miles). Alternatively a vehicle may be hired at Le Kef, the distance in this case being greater (106 miles). Intermediate stops should be made at Maktar (see below), *Le Kessera*, in the forest of that name, where wild boar abound, and *El-Ala*, a native village set among olive groves.

MAKTAR, the ancient *Mactaris* (21¼ miles from Le Sers), is a mine of riches for the archæologist. Some excavations have been made but no extensive and systematic explorations have as yet been undertaken. Statues of emperors of the fourth century, sarcophagi, funereal altars, cornices, neo-Punic and Christian inscriptions, have been discovered and are now in the museum at Tunis.

The *Principal Ruins* are as under: (1) The mausoleum of the Julia family, in the form of a square tower. (2) The Byzantine basilica of Rutilius, built of material from pagan and Christian monuments. (3) A small amphitheatre (traces). (4) A Roman paved street, which probably led from one arch (Bab-el-Ain) to the triumphal arch of Trajan. (5) A large building, the original nature of which cannot be fixed for certain. It may at one time have formed part of a Byzantine citadel, and it bears considerable resemblance in design to the Pretorium of Lambessa, or it may have been the *Thermæ*. (6) A pyramidal mausoleum, an elegant funereal monument, 45 feet in height. (7) The mausoleum of Verrius, a square tower. (8) The aqueduct, several arches still standing. (9) A temple of Diana and Apollo. (10) Outside the ruins are numerous megalithic monuments dating from a period anterior to the Roman town of Mactaris. In fact, the whole district abounds in ruins, and must have been densely populated in ancient times.]

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TUNIS TO THE ISLAND OF DJERBA BY  
COASTAL STEAMER

[Coastal steamers (Olivier service) make the voyage, Tunis—Susa—Sfax—Gabès—Djerba and *v. v.* (usual sailings at intervals of about 10 days). Times of departure should be ascertained on the spot. This most interesting and enjoyable trip can be conveniently accomplished in eight days, including the return to Tunis.]

Starting from the port of Tunis, the steamer passes through the canal to La Goulette (p. 234), continues in a north-easterly direction, and doubles the *Cap Bon (Ras Addar)*, on which is a powerful red intermittent light visible at a distance of about thirty miles. Then, as the vessel steers south, you see the town of KELIBIA (the ancient *Clupea*), one of the earliest cities occupied by the Romans, and the last in the possession of the Christians after the Arab occupation. There are ruins of a Roman acropolis and of a Spanish fortress.

Beyond Cape Mustapha and Menzel Temine are Nabeul (p. 244) and Hammamet (p. 243).

Crossing the Gulf of Hammamet the steamer reaches Susa, remaining sufficiently long for passengers to go on shore; the landing-place in the harbour is close to the town (see p. 248). About 13 miles beyond Susa the steamer calls at Monastir.

MONASTIR, the ancient *Ruspina*, is a pretty little seaport (population 9000), surrounded by ramparts built by the Spanish, and celebrated for its tunny fisheries and olive groves. It received its modern name from a large Christian monastery. It is an entirely native town, with numerous mosques and two minarets of some beauty. Close to the shore on a small island is the tunny fishery establishment of El-Redamsi, and on the Islands of Kouriat, about 12½ miles from the coast, is a similar tannery; there are also ruins of cisterns cut in the rocks.

*Post Office.*

*Motor-Coach* service daily to Susa.

*British Consular Agent.*

The *Château-el-Kahlia*, a former residence of the Bey's fêrik (general), splendidly situated on sea-girt rocks,



repays a visit. The valuable olive groves of the district give occupation in winter from November to March to several oil-presses, and Monastir is the last place in the north of Tunisia where the fruit of the date-tree ripens.

Important ruins can be visited at *Lamta* (4½ miles to the south), the *Leptis Parva* of the Romans, notably traces of an amphitheatre, cemetery, aqueduct and remains of the harbour and quays.

Leaving Monastir, the vessel rounds Ras Dimas, near which are the ruins of *Thapsus*, site of the great victory gained by Cæsar over Scipio and King Juba. Here may be seen remains of a fort, a large amphitheatre, a vast reservoir consisting of twenty-five cisterns, each 250 feet long by 14 wide, and many smaller cisterns in a good state of preservation, used probably for Roman villas.

MAHDIA.—The next port of call is Mahdia (or *Mehdia*), the site of the ancient *Zella*, where Hannibal embarked after his flight from Carthage. It was a powerful Phœnician city, and an important seat of commerce under the Romans. After the battle of Thapsus the city was deserted, then rebuilt in 912 by Obeid Allah-el-Mahdi, from whom it derives its name. It was fortified in the 10th century, and became for a time the seaport of Kairouan. Taken by Roger the Sicilian in 1147, it was retaken by the Arabs in 1160. In 1390 the Duc de Bourbon, with a French, Genoese and English fleet and army, laid siege to Mahdia, and was obliged to retire after sixty days. This is the first time that an English expedition was sent to North Africa.

In 1550 Mahdia was captured by the Spanish, but Charles V., being unable to retain possession, destroyed the fortifications, which have never been rebuilt.

Since the French occupation Mahdia has become a charming little town (population, about 10,000); old houses and ramparts have been removed, a small harbour has been made, villas, surrounded by palm-trees, have sprung up. Barracks for French troops and other important buildings have been erected.

*Motor-Coach* services to El-Djem and Susa.  
*British Consular Agent.*

In the old Arab quarter little or no change has taken

place. The *Great Mosque* very much resembles the one at Kairouan.

The old Spanish *Citadel* on the eastern promontory has been restored, and under its walls is a small harbour or *Cothon*, opening to the sea by a canal, some 60 feet broad, probably of Phœnician construction. Outside the town are Roman cisterns and an Arab cemetery, and at about 2 miles to the west a *Punic Cemetery*, similar to those at Carthage, has been discovered.

Beyond Mahdia the steamer passes Ras Kapoudia, and in about ten hours arrives at Sfax.

### SFAX

With a population of 120,000 Sfax is the second largest town in Tunisia, and the principal seaport of the south. Lying on the northern shore of the Gulf of Gabès, it imports coal, timber, building materials, hardware, cotton and provisions, while exporting phosphates, esparto grass, cereals, olive oil, sponges, hides and salt. The town, one of the most progressive and well planned in the Protectorate, serves a rich agricultural and mining area. Vessels of any size can find shelter in the roads. A channel 2600 yards long and 72 yards wide leads to the harbour, and vessels of 21 feet draught can enter at high water. The port is furnished with quays, the Quai du Commerce being 1200 feet long and the Quai des Phosphates 1450 feet long.

*Hotels*.—Des Oliviers ; de France.

*Theatre*.—Opposite Post Office ; also *Cinema*.

*British Vice-Consul*.—17, Rue Henri-Boucher.

*Motor Coaches* to Mahdia, Djebiniana, Souassi, Sidi-bou-Zid, Bou-Thadi, Merkez Ellouse, and Gabès. *Steamers* to Tunis and Tripoli (fortnightly). *Railway* to Susa, Tunis, Gabès, Tozeur, etc.

Sfax, a city of Phœnician origin, was the Roman *Taparura* until the eighth century. The town sustained five bombardments at different periods, the last being in July 1881, when a landing was effected by the French. Sfax was the only place on the coast that offered any resistance to the French occupation, but a French squadron silenced the guns of the Kasbah, and the town submitted. The Europeans, who had taken refuge on board English or French men-of-war during the bombardment, returned to the town, as did

also the Arabs who had retired to the country, but the Bedouin fled to Tripoli.

The modern name is said to have been given from the Arabic word *fakous* (cucumber), on account of the abundance of this vegetable in the neighbourhood.

The European quarter is situated near the new port and along the seashore. Here are installed the public offices, schools, market, churches, theatre, and many handsome private houses. In the *Hôtel de Ville* is a small museum, open daily, with a few Roman antiquities from Thæne (p. 274).

The *Arab Town*, into which no Europeans were allowed to enter before 1832, is surrounded by a crenellated wall flanked by round and square towers. Here is no change or improvement. The streets are as narrow and dirty as ever, the souks noisy, animated, and in some respects picturesque. The principal mosque dates from the year 200 of the Hegira, and its lofty minaret is seen from all directions. Outside both the European and native quarters are delightful suburbs, occupied by residents preferring to return to their houses and gardens after the business is over in town. There are several oil-presses in Sfax and daily markets are held for the sale of cattle, oil, alfa, sponge, wool and provisions.

EXCURSIONS.—(1) A drive in the suburbs of Sfax is attractive. You go from the vegetable market by the Gabès road to the village of *Picville*, and on to the *Public Garden*, laid out partly as park and shrubbery intermingled with flower-beds, and partly as a *Jardin d'Essai*, planted round two enormous reservoirs or *Fesquias*, the water from these, with the additional supply brought by an aqueduct (a distance of 94 miles) from the river *Sbeitla*, being sufficient for the consumption of seventy or eighty thousand people.

Some distance beyond the garden, and opposite the camp of the Spahis, within a walled enclosure of several acres, are five or six hundred bottle-shaped reservoirs called *Nasrias*, gifts to the town by wealthy Arabs. The cisterns are maintained in good order by the municipality.

(2) A longer excursion is that to the plateau of *Bokkat-el-*

*Beïda*, where an idea may be obtained of the extent of the olive forests, covering a district of 40 to 50 miles, around Sfax, the property of the State.

Since 1871, the Beylical Government have by liberal concessions greatly encouraged the cultivation of olive-trees on this land (originally called "Les Terres Sialines," the property having once belonged to a family named Siala), and in 1881 there were about 45,000 acres planted with 380,000 trees, but at the present time all the available land is under cultivation, with the estimated number of 1,400,000 trees.

An extensive view of the district is obtained from the *Toual-el-Cheridi*, about 10 miles from Sfax.

(3) There is a service of steam-launches to the KERNNA ISLANDS, the *Circinæ Insulæ* of the Romans, where Hannibal and Marius took refuge, and where Sempronius Gracchus, the lover of Julia, daughter of Augustus, was banished, and put to death by Tiberius.

The two islands, *Chergui* and *Gharbi* (the nearer and smaller), now separated by a considerable channel, were formerly joined by a bridge, traces of some of the masonry being still visible. *Gharbi* is about 11 miles from the coast, and both islands are chiefly noted for their valuable sponge fisheries. The inhabitants, some 9000 in number, a mixture of many nationalities, are very industrious, engaged principally in sponge and other fishing, in the manufacture of alfa mats and baskets, and in making wine from dates of inferior quality.

The several villages of the islands can be visited by boat or mule, guides can be obtained, but there are no hotels or inns of any kind.

The most notable antiquities on the islands consist of cisterns and towers.

(4) Within a radius of 10 or 12 miles of Sfax are sites of several Roman towns, in some of which remains of considerable interest may be examined. At *Thyna*, the ancient *Thænæ*,  $7\frac{1}{2}$  miles on the Gabès road, are ruins of a large fortress, of an amphitheatre, and many Roman inscriptions have been discovered. *Ruspæ*, *Usilla*, *Oungha*, and *Oleastrum* are all places of interest to antiquaries.

Leaving Sfax, the steamer, coasting along the Gulf of Gabès, passes the native village of *Maharès*, surrounded

by vegetation and possessing a fortress of Byzantine origin. A call is made at Gabès.

GABÈS, the ancient *Tacape*, is a small town (population about 1100) and military station, created since the French occupation. The little town, mainly occupied by Greeks and Jews, is surrounded by the beautiful oasis and several Arab villages, the largest of these being Menzel, Djara, and Chenini. Except for the oasis there is little to attract the notice of visitors. The barracks and camp are to the south of the town.

*Hotels.*—Atlantic ; des Colonies ; de l'Oasis.

*Motor-Coach* services to Isle of Djerba, Tozeur, Tripoli, etc.

*Steamers* to Tunis, Sfax, Djerba, etc.

*British Consular Agent.*

Starting from Gabès is a series of large Chotts, or salt lakes below the level of the sea, extending nearly 250 miles, to within 50 miles of Biskra.

*El-Hamma-de-Gabès* (Hôtel Transatlantique Halt), 20 miles westward, is a large oasis with thermal springs which were known to the Romans.

TROGLODYTE VILLAGES.—Gabès is the starting-point for excursions into the district of the *Troglodytes*, or dwellers in caves. Among the several groups of these curious people those of the *Matmata Mountains* are best known, and their villages of *Hadège* and *Toujane* can be visited by motor coach in one day.

Another excursion can be made by motor coach to MÉDENINE (50 miles), a large Troglodyte village (the most curious in Tunisia), and the site of an important military camp. (Hôtel Médenine). The houses are built one above another (sometimes as many as five)—a succession of vaults without doors or windows ; in some cases there is an outside staircase, but generally the occupiers of the upper floors have to climb from vault to vault by the aid of projecting stones. Many of the natives sleep in tents, others in the lower floors of the houses, the upper vaults being used as stores for various kinds of merchandise.

From Médenine visits may be made to several other troglodyte villages (*Foum-Tatahouine*, *Douirat*, *Chenini* and *Guermessas*), but before undertaking such journeys

the traveller should give notice to the civil and military authorities.

[A road (about 37 miles) leads from Médenine to the ancient Roman seaport of ZARZIS (*Gergis*), on the coast. (*British Consular Agent*—see Djerba, below). Thence a road crosses the Zarzis peninsula to Marsa el-Kantara; from Marsa el-Kantara across the narrow strait boat may be taken to Houmt-Souk (see below). Or the traveller can proceed to the Island of Djerba from Médenine by going to *Djorf bou-Grara*, 19 miles, on horseback, and thence by boat (one and a half hours) across to *Ajim*, and from Ajim by carriage to Houmt-Souk. At *Bou-Grara*, the ancient *Gigthis*, are many important historical and archæological ruins, including a beautiful *Forum* and adjoining temple, rich in marble inscriptions, together with sanctuaries and other monuments of the second century. Both the capitolium and the forum were erected under the reign of Hadrian.]

Continuing by the steamer from Gabès, you land in a little over three hours at Houmt-Souk, on the island of Djerba.

DJERBA, the "Island of the Lotophagi," lies directly to the east of Gabès and marks the southern extremity of the gulf of the same name. The administrative capital is *Houmt-Souk*, where the landing is effected in boats, the steamer being unable to anchor nearer than four miles from the shore.

*Hotel*.—Grand, Houmt-Souk.

*British Consular Agent* (with Zarzis).—Rue Massicault, Houmt-Souk.

*Motor-Coach* services from Houmt-Souk to Médenine (ferry from Ajim) and Zarzis (ferry from El-Kantara). *Steamers* to Gabès, Sfax, Tunis, Tripoli, etc. *Boats* and *Mules* available.

The island, which is about 20 miles square, has a population of some 50,000, of Berber origin, the villages of Harat-el-Kebira and Harat-es-Srira being inhabited by Jews. The Muhammedans belong to the Wahabite rite, and do not believe in the divine mission of Muhammed. The mosques are very small.

Although flat and without any rivers, the island is very fertile and beautiful. All the villages and houses are surrounded by gardens and orchards; the farms are well



cultivated (armed like fortresses against any possible attack of the nomads), and olive groves flourish in perfection. The island contains 1,300,000 palm-trees, 500,000 olive-trees, 150,000 fruit trees and 500,000 vines.

The inhabitants are gentle, active, bright, and industrious, engaged as cultivators of the soil, or in the weaving of loose coats, known as djerbas, also of blankets and burnouses. Others are employed in the manufacture of pottery, especially at Guallala, others again as sailors and fishermen. A considerable trade is done in sponges, and the island oil, pottery, and woollen articles are exported in large quantities.

The most important ruins are to be found at *El-Kantara* (the ancient *Meninx*, once a magnificent city), situated on the larger strait of the inland sea which separates the island from the mainland, and connected therewith by a causeway. The ruins consist of sculptured stones, vases, broken columns, and sarcophagi of various coloured marbles. There have also been discovered several hydraulic installations of an original type, and a large funereal cavern cut in the rock, with an interior colonnade, dating, in all probability, from the Punic period. The plan of a large Christian basilica has also been traced.

The following itinerary includes all the places worth visiting on the island: Houmt-Souk, Ajim, Guallala, El-Kantara, Mahboubine, Midoun, and return to Houmt-Souk.

### TUNIS TO GAFSA, METLAOUI AND TOZEUR

Tunis to Susa and Susa to Sfax, see p. 247. Distance from Sfax to Gafsa, 127½ miles, in 8 to 9 hours. Sfax to Metlaoui, 151 miles, in 9 to 10½ hours. Sfax to Tozeur (via Metlaoui), 184½ miles, in 13½ hours. Stations: Sfax, Thyna, Chaffar, Maharès, Chahal, Graiba (buffet—junction for Gabès), Mezzouna, Maknassy (buffet), Sened (buffet), Zannouch, Gafsa, Metlaoui-Phillipe-Thomas (junction for Tabeditt, Henchir-Souatir, p. 255, and Redeyef, p. 255), Kriz, El-Oudiane-Degache, Tozeur. There are two trains daily to Gafsa and Metlaoui and one to Tozeur.

This light railway, the property of the "Compagnie des Phosphates et du Chemin de fer de Gafsa," but open to

the public, runs almost parallel with the sea as far as *Maharès* (p. 274), and then turns inland to *Graïba*. [There is a branch line ( $50\frac{1}{2}$  miles) to Gabès (Gabès-Menzel station) ; but the service is poor and arrangements may be made with the Railway Company for the journey to be made by automobile (4 hours). See also p. 275.] Then, running almost due west, the line continues via several unimportant stations to Gafsa.

**Gafsa**, the capital of the Djerid, was once the powerful city of *Capsa*, destroyed by Marius, and afterwards restored by the Byzantines. It is a curious old town (population about 7200), surrounded by one of the most beautiful oases of date and other fruit trees in the Sahara. Market daily.

The only building of interest is the *Kasbah*, a native structure of the Middle Ages, probably erected on still more ancient foundations. There are several thermal springs, a source of supply for several ancient piscinas. But the chief attractions of Gafsa are its lovely walks and environs. There is a beautiful view from the heliographic station on the Djebel-Orbata (a day's excursion with mules ; provisions should be taken) at an altitude of 3838 feet. The ascent and descent occupy about 4 or 5 hours, and El-Guettar, the starting-point, is about 2 hours' journey from Gafsa. [There is a motor-coach service from Gafsa to Tébéssa (p. 207) via Fériana (p. 255).]

The railway runs next to *Metlaoui*,  $23\frac{1}{2}$  miles farther inland than, and almost due west of, Gafsa.

In the near neighbourhood are the phosphate quarries worked by the Company owning the railway, and the concession extends from Gafsa as far as the Algerian frontier. (To inspect the works, apply to the engineer in charge at Metlaoui.)

From Metlaoui the grand *Gorge of the Seldja* may be visited in from 4 to 5 hours (distance from the station to the entrance of the gorge  $4\frac{3}{8}$  miles) on mules. The lower part of the defile is comparable to that at El-Kantara in Algeria. Metlaoui is the junction for Tableditt (whence a branch-line runs to Redeyef, p. 255) and Henchir-Souatir (p. 255), the terminus of the railway from Susa.

Beyond the junction to Tozeur the line bears southward to the village of *Kriz* and to *El-Oudiane-Degache*, the

station for the group of oases known as *El-Oudiane*, before reaching its terminus at Tozeur.

TOZEUR (Hotels: Transatlantique; Splendide; des Sables-d'Or), an oasis and native town containing about 14,000 inhabitants, is the capital of the Djerid, a district which comprises the four oases of Tozeur, Nefta, El-Oudiane and El-Hamma. The *Mosque* is plain and of little interest. The gardens are striking, and some good plaster work adorns the larger houses. The *Oasis* itself is of unusual beauty.

*Excursions* may be made to El-Oudiane (6 miles; see above), to NEFTA (15 miles; Hôtel Djerid), a beautiful oasis similar in size to that of Tozeur and rich in date-palms, and to the less attractive oasis of *El-Hamma* (6 miles), whose thermal spa was known to the Romans.

From Tozeur the desert crossing to Touggourt (150 miles, p. 200) by way of El-Oued (p. 202) may be made by six-wheeled motor coach. Similar vehicles travel to Biskra (250 miles, p. 195).

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### OVERLAND FROM TUNIS TO SUSA, GABÈS AND DJERBA

Those preferring not to travel by the coastwise route (see pp. 270-277) may visit the Island of Djerba from Tunis in 3 or 4 days (round trip), by travelling by rail—or by rail and road (see also p. 247)—via Susa (p. 248) to Gabès (p. 275; reached in approximately 11 hours), whence the journey is continued by steamer or by motor coach (with ferry to the island) to Djerba (p. 276). The traveller may take the opportunity to visit *en route* Susa (p. 248), El-Djem (p. 255) and Sfax (p. 272); ample allowance of time should be made for such intermediate halts.

## LIBYA

[See Map, facing p. 306]

LIBYA, the largest of Italy's foreign dependencies, is that part of North Africa which is bounded on the west by Tunisia and the southern territories of Algeria, and on the east by Egypt; southward it extends into the Sahara and marches with French Equatorial Africa. The southern boundary has still to be demarcated. The Italians estimate the total area at some 630,000 square miles; other estimates place it at between 500,000 and 600,000 square miles. The population is about 700,000.

For purposes of administration and military control Libya is divided into two main territories—Tripolitania (see pp. 282-305) and Cyrenaica (see pp. 305-307). The whole colony is under a Governor (with headquarters at Tripoli), assisted by a Lieutenant-Governor for Cyrenaica (headquarters at Bengasi).

The cities and towns, and the great bulk of the population, are in the coastal zone, parts of which are very productive. Inland the country rises into a vast stony plateau crossed by a few chains of hills of moderate height. It may be divided, by a line drawn southward from Tripoli, into a desolate eastern section, merging on the Egyptian side into the Libyan Desert, and a western section traversed by numerous water-courses bordered by extensive palm groves and grazing lands.

The Libyans, a Berber race, are first encountered in history as warring with their neighbours, the negroes of the Sudan. They were reduced to paying tribute to Egypt under the 11th dynasty, but under later dynasties they succeeded in establishing in the Nile Delta a flourishing colony which reached its apogee on the accession of the Libyan King of Egypt, Sheshonk (945 B.C.).

In 631 B.C. the Greeks founded a settlement at *Cyrene*, which became a centre of Greek influence and the metropolis of the five cities (*Cyrene*, *Apollonia*, *Arsinoë*, *Berenice*, and *Barke* or *Ptolemais*) known as the *Pentapolis*. The trade of Cyrenaica, as the region was also called, attracted large numbers of Jews, while another Semitic race, the Phœnicians, established the ports of Sabratha, Oea (the modern city of Tripoli), and Leptis Magna, the "Three Cities" (τρεῖς πόλεις) from which the name Tripoli is derived.

These Phœnician colonies were taken over by Rome after the Roman conquest of Carthage (146 B.C.), the Phœnician metropolis in North Africa; and Rome remained the dominant power till A.D. 437, when the Vandals laid the country waste. A century later came the Byzantines, and these in turn were succeeded after another hundred years by the Arabs, fresh from the teaching of the prophet Muhammed.

Eight or nine centuries elapsed, and, with the weakening of the power of Islam, Tripoli was taken in 1510 by the Spaniards, to be ceded in 1530 to the Knights of St John of Jerusalem. The capture of the city by the Turks in 1551 marked the renewal of Muhammedan domination.

Under the Turks, Tripolitania and Cyrenaica enjoyed a considerable measure of autonomy until 1835, when Turkey, watching with some alarm the expansion of French influence in North Africa, deposed the head of the local ruling dynasty—the Caramanli dynasty—and made the whole country a Turkish *vilayet* or regency, with Tripoli as capital and Bengasi as chief town of Cyrenaica or East Tripolitania.

In September 1911, Italy, which had long aspired to territorial rights in North Africa, terminated diplomatic discussion of the rights of Italian subjects in Libya by declaring war on Turkey and sending an expeditionary force to Tripoli. By the Treaty of Ouchy, signed on October 18, 1912, the Turks recognised Italian sovereignty over Libya, but penetration by the Italians into the interior continued to meet with local opposition. Operations were interrupted by the Great War (1914-18), and the pacification of the country was not completed till the governorship of Count Volpi (1921-25). The visit of the King and Queen of Italy to Libya in 1928 marked the accomplishment of the Italian task.

Under the Italians the development of Libya has made remarkable progress. Old harbours have been improved and new ones constructed; new buildings, in styles suited to the climate and traditions of the country, have been erected; frequent steamship and air services have immeasurably improved communication with Europe; roads and railways have been built, and the ancient caravan routes made suitable for vehicular traffic; adequate policing of the interior has been instituted; plantations which, with their elaborate irrigation systems, were allowed to fall into decay under the Turks, once more produce rich crops; stock raising and fisheries have been encouraged, and, where practicable, new industries have been set on foot. The principal exports are alfalfa, dates, barley, hides, tunny fish, wool and sponges.

## TRIPOLITANIA

## GENERAL INTRODUCTION

TRIPOLI was originally the group of three Phœnician sea-ports situated on the North African coast due south of Sicily, and known to the Sicilian Greeks as the "Three Cities" (see also p. 280). The modern Tripolitania has a much wider significance. Together with Cyrenaica it constitutes the Italian colony of Libya, and has an area, according to Italian estimates, of some 345,000 square miles.

Tripolitania may be divided into four zones. The coastal region, which is uniformly flat and unrelieved, is devoid of mountains and rivers, but possesses abundant sweet water, derived from springs. This area, the most thickly populated and prosperous, has an excellent, temperate climate (see also *Season*, p. 283), and is largely devoted to agriculture. The Hamada, a stony area lying beyond the coastal zone, stretches southward to the desert. Part of the Hamada is being developed agriculturally by means of irrigation, and is increasingly attracting colonists. South of the Hamada, in turn, lie the region of oases known as the Fezzan (the ancient *Phazania*), and, beyond, the desert.

It is only of recent years that Tripolitania has been open to travellers. In spite of the modest accommodation to be found in the less frequented places, there is evidence that more favourable conditions will soon be established. To-day, the interior is for travellers whose chief aim is unspoiled novelty, and in that the country does not fail. Little change, save pacification, has affected it since the Arab invasion of the 7th century. The "grand tour" of the country (Tripoli-Beni Ulid-Sokna-Murzuk-Ghat-Ghadames-Tripoli) is unique, offering the traveller a wider variety, and a deeper insight into North African conditions and history, than any other journey that can be made.

**Races.**—The population of Tripolitania is estimated at nearly 550,000, of whom some 200,000 are Arabs, 120,000 Berbers, 170,000 Arab-Berber, 10,000 Turk-Arab, 20,000 Hebrews, and about 30,000 Italian colonists.

**Flora and Fauna.**—These differ little from those of the rest of North Africa, save that Tripolitania has few native



animals, and is poorly wooded. Olive-trees, palms, soft fruit trees, tamarisks, eucalyptus and acacia are to be found, and there is a profusion of wild flowers in the spring. Cereals, hemp and henna, together with esparto grass, are cultivated, and practically all European vegetables are grown.

The usual domestic ass of North Africa is seen ; there are also dromedaries, cattle, sheep and horses. The common birds are the ostrich, hoopoe, vulture, pigeon and dove.

The Mediterranean offers a considerable source of income to fishermen, tunny, sardines and shellfish, as well as sponges, being taken in considerable quantities.

### PRACTICAL INFORMATION

**Season.**—The climate of Tripolitania varies considerably. In the coastal zone it is temperate and equable, offering no discomfort to Europeans for the major part of the year, and bearable even at midsummer ; here the winter is particularly agreeable.

Inland, the weather presents greater extremes. Rain is infrequent throughout the country, save on the coast, when slight rains occur during January and February.

Perhaps the best time of the year for a visit to Tripolitania is the late spring ; but the weather is agreeable at any time from the end of October to the end of May, and even June and July are not uncomfortable.

**Time.**—Etna, or Central European (see p. 223), Time is employed.

**Routes.**—There are no direct steamship services between British ports and Tripoli. The customary approach is by way of Italy. The Società di Navigazione "Tirrenia" has a fortnightly service between Genoa and Tripoli, the voyage taking about  $6\frac{1}{4}$  days ; calls are made at Leghorn, Civitavecchia, Cagliari and Tunis. A more rapid route is that by weekly service from Syracuse to Tripoli, reached in 21 hours, or by intermediate weekly service (via Malta) from Naples (passage, 64 hours) and Syracuse (passage, 31 hours shorter) to Tripoli. Those preferring to travel as far as possible by rail should, of course, embark at

Syracuse, served by a through train from Rome (with sleeping car). Another service is that from Naples and Palermo (fortnightly), the passages taking  $37\frac{1}{4}$  hours and  $22\frac{3}{4}$  hours respectively.

**Air Service.**—There is a departure three times a week by the Società Anonima Navigazione Aerea from Rome (Ostia) to Tripoli, reached via Naples, Syracuse and Malta in  $9\frac{1}{4}$  hours.

**Hotels** are excellent in Tripoli itself, and good accommodation is to be had at Homs, Misurata, Garian, Zuara and Zliten. In other secondary towns facilities are only fair, and in the interior at large no satisfactory hotels have as yet been erected for the use of visitors. There are, however, adequate, if not modern, rest-houses at most points of importance, and travellers will generally find welcome at the military posts.

**Expenses.**—Tripolitania is not an expensive country. Excluding fares, the traveller should find that 80 to 100 lire *per diem* will meet all necessary disbursements, including the cost of accommodation at a comfortable hotel and all meals.

**Passports**, with Italian Colonial visa (readily obtainable), are essential for all nationals. Travellers remaining for 3 or more days in any one place are required to register with the police within 3 days of arrival, and obtain a "Permesso di Soggiorno."

**Money.**—The official currency is the Italian, but sterling and the French franc are often employed in commercial transactions.

**Communications.**—RAILWAYS link Tripoli with Tagiura (12 miles); Sabratha and Zuara (73 miles); Azizia and Garian (55 miles).

**MOTOR SERVICES.**—Public motor services are maintained in the city of Tripoli and its environs. During the season (winter and early spring) series of tours by specially equipped motor coaches to Garian, Sabratha, Leptis Magna, Misurata, Gabès (Tunisia) and other centres are organised. The latest time-tables should be consulted, as departures take place only on certain days of the week; the average rate per passenger is approximately L.0.65 per kilometre. Details of the principal itineraries will be found in the following pages. Further information may be obtained

from any Office of the Cook—Wagons-Lits World Travel Service.

It is not practicable to travel in the interior of Tripolitania with the same disregard for the morrow as in Tunisia and Algeria. Independent journeys must be well considered, and advice taken on the spot. The organised tours into the desert are both interesting and comfortable; it would not be advisable for the independent traveller to attempt such journeys without first consulting the police and other authorities in Tripoli.

**Motoring.**—The temporary importation of motor-cars into Tripolitania can be effected duty-free for a period of 3 months, with the possibility of extension, on application, for a further 3 months. The Triptyque and the International Driving Permit and International Certificate for Motor Vehicles are available (for particulars, see p. 27, under *Morocco*).

The rule of the road is to keep to the right and overtake on the left. There is no speed limit save in the city of Tripoli. Tripolitania is provided with a fair system of roads, of which the principal highway is that running along the coast from the borders of Tunisia to Tripoli and Misurata. In the interior of the country there are numerous tracks which may be used by motor-cars, or by six-wheelers or caterpillar-vehicles. The Italian government has instituted energetic measures for the improvement of the road system, much progress having been made already. Those who wish may hire cars in Tripoli from one of several firms which specialise in the business.

At present considerable difficulties are likely to be encountered on the route into Cyrenaica, part of the way lying over loose sand. The connection between Cyrenaica and Egypt is only for the adventurous.

**Postal Information.**—The following are the rates for letters and post cards:—

*Letters—*

Up to 15 grms.—In Tripoli	. . . . .	L.0.25
Up to 15 grms.—In Libya	. . . . .	. 0.50
Up to 20 grms.—Abroad	. . . . .	. 1.25
and for every additional 20 grams. or fraction	. . . . .	. 0.75

*Plain Post Cards—*

In Tripoli	. . . . .	. 0.15
In Libya	. . . . .	. 0.30
Abroad	. . . . .	. 0.75

*Picture Post Cards—*

With signature and date—In Libya	.	.	.	L.O. 10
Abroad	.	.	.	0.25
With 5 words of greeting—In Libya	.	.	.	0.20
Abroad	.	.	.	0.25
With correspondence—In Libya	.	.	.	0.30
Abroad	.	.	.	0.75

**TRIPOLI**[*See Plan, facing p. 290*]

Tripoli is a port on the Mediterranean, lying to the south of Sicily, directly in line with Malta and Catania. Vessels of 25½ feet draft can enter the harbour, which is sheltered by eastern and western moles. There is a depth of water of 20 to 24 feet alongside the recently constructed quay, some 260 feet in length. The principal exports are: esparto, skins, dates, salt, sponges, tunnyfish, carpets and mats; and imports: cotton goods, hardware, chinaware, provisions and building materials. As in the past, Tripoli is the terminus of a great number of caravan routes.

The ancient *Oea*, Tripoli stands on a small promontory, of which the eastern side forms a semi-circular bay. The city, rising picturesquely in terraces from the sea, is backed by a great oasis. The present population is about 82,000, of whom 25,000 are Italians and 15,000 Jews, the remainder being native Muhammedans. The new town is well laid out and orderly, with broad avenues and promenades; and the native town, which lies to the north-east, is sheltered by the ancient Spanish walls, which have been partly restored. Tripoli has been walled since the Roman occupation, but the existing structures, except for a few Byzantine remains, date principally from the 16th century.

*Hotels.*—Grand; Nazionale; Excelsior; Italia; Tripolitania; Moderno; Commercio; Patria; Centrale. *Restaurants.*—Grand; Le Venete; Nazionale; Bella Napoli. *Cafés.*—Sordi; Arcangeli; Commercio; Posta.

*British Consulate.*—Sciara el-Quasc. *American Consul.*—Tripolitania is under the jurisdiction of the American Consul-General at Genoa. *Railway Station.*—Via Petrarca. *Steamer* fortnightly to Homs, Zliten, Misurata, Sirte, Bengasi and Tobruch. *Motor Coaches.*—Frequent services throughout day in city and oasis and to Tagiura, Fornaci, etc. Departures several times weekly during winter and/or early spring to Leptis Magna.

Sabratha, Garian, Misurata and Gabès, and at longer intervals to Ghadames, etc. *Air Service* 3 times weekly to Bengasi.

*Theatres*.—Royal Miramare; Politeama; Cinema Alhambra. *Casino* in Grand Hotel. *Sport*.—Tennis Club; Race Course. A lawn tennis tournament, race meetings, a horse show, an aviation display, motor races and other sporting events are held in connection with the annual *Tripoli Fair* (February/May). *Mosques*.—In visiting the mosques it is essential that the visitor should be accompanied by the Imam, and that shoes be removed; slippers may be obtained from the curators.

Arriving at the port (to which there are motor-coach services from the city and hotels) and passing the Customs, you see (to the right) a powerful *Lighthouse* in reinforced concrete and remains of an ancient Spanish fortress, now a semaphore station. Also on the right is the wireless station, beyond which the road divides, branches skirting the promontory on either side. The promenade on the right is the *Lungomare della Vittoria*; that on the left is the *Lungomare dei Bastioni* which, beyond the castle, becomes the *Lungomare Conte Volpi*, and later the *Lungomare Belvedere*.

Taking the left fork and passing the second Customs House, you turn to the right and take a broad, diagonal street to the *Victory Monument*, on the *Lungomare della Vittoria*. Hence you proceed to the *Sciara Hara Kebira*, where you turn to the right. The *Sciara Hara Kebira* is the main thoroughfare of the *Jewish Quarter*, which possesses little to detain the visitor.

Continuing down the street to the *Sciara Hara Sghira*, you come to the *Synagogue* (entrance may be obtained by asking any of the inhabitants). After visiting the synagogue, which is of small interest, you continue along the street and turn to the left up the *Sciara Giama Mahmud*, passing the church of *St Mary of the Angels* on the right. You then take the *Sciara Spagnol* (facing the church) back to the *Sciara Hara Kebira* and the *ARCH OF MARCUS AURELIUS*, built in A.D. 163 by C. Calpurnius Celsus. The arch, a four-square structure of marble, is in fair preservation and marks the site of the ancient forum, which was at the junction of the main streets of the Roman town.

The *Gurgi Mosque*, almost opposite the arch, possesses a tall and slender *Minaret* with two balconies. The interior of the mosque is richly ornamented. Continuing toward

the sea front, you turn to the right and take the Lungomare dei Bastioni to the Sugh el-Naggiara, noting the picturesque little shops of the quarter. You now come to the Piazza Orologio, where several interesting streets converge.

To the left is the CASTLE, which has been restored. Erected in the 16th century by the Spaniards during their occupation, it undoubtedly stands on the site of other strongholds which replaced the Roman *castrum*. An Arab fortress stood here in the 7th century. After the departure of the Knights of Malta the castle fell into decay, but until recently it had always been the residence of the governors of Tripoli. Although little evidence of its early history is visible, the castle, with its fine ramparts, remains impressive.

The interior owes its decoration to the Caramanli dynasty, but of its original beauty much is left to conjecture; the Turks allowed the castle to become very dilapidated, and although the restoration by the Italians has been well and painstakingly done, it must be remembered that they found only the skeleton of a ruin as a foundation. The whole building is now open to visitors. The ARCHAEOLOGICAL MUSEUM, now housed in the castle, comprises a small but good collection of mosaics, statues and coins. Note should be taken of the torso, "Roma," an "Artemis (Diana) of the Ephesians," a head of a Berber and a large Dionysus. Other exhibits are from Punic, Roman, Arab and Christian necropoli.

Facing the castle is a short street, leading to the magnificent MOSQUE OF THE CARAMANLI (*Mosque of the Pasha*), built in 1736 at the command of Ahmed Caramanli. The tiling of the outer walls is remarkable, and the tomb of the founder is also noteworthy. The well-proportioned interior is extremely rich in marble columns, which divide the great chamber into five naves. The pulpit is graceful and of good workmanship. From the mosque a street leads to the Piazza Italia (virtually the centre of the town), from which the principal boulevards radiate. To the left is the *Mosque of Sidi Hamuda*, of quite recent construction; it has a splendid façade, bearing inscriptions in cufic characters. In the nearby cemetery are interesting tombs, including that of the saint after whom the mosque is named.

Between the Piazza Italia and the sea are the Teatro Miramare and the Bank of Italy, behind which stand the



*Municipal Buildings.* Nearby, in the Via General De Bono, are other modern and quite imposing administrative buildings, including the *Law Courts* and the *Post Office*. Continuing along the same street you turn to the right at the junction with the Via L. Marcatelli into the Piazza Cattedrale, in which stands the imposing new *Cathedral*, in good Romanesque style. From the Cathedral you follow the *Corso Vittorio Emanuele III* to the new *Governor's Palace*, a huge building standing in imposing grounds. It is in modified Arab style, with terraces and balconies. There is a galleried central dome, and the four corners are decorated with smaller domes.

*Souks (Italian Sugh).*—From the Piazza Orologio the Sugh el-Turk, the Sugh el-Naggiara and the Sugh es-Siaga are easily reached, and provide what there is of interest in the native town. The *Sugh el-Turk* is a long, arcaded street, definitely worth a leisurely inspection. Particularly note the tiny little cubicles of shops around the Caramanli Mosque (see above). The *Sugh es-Siaga* is one of the truly fascinating streets of the city. Here are gathered the jewellers, silversmiths and workers in filigree. Four other rows of souks radiate from it, all covered, and devoted to different trades.

Here also is the *Giama en-Naga* ("Mosque of the She-Camel"), the oldest in Tripoli, rebuilt in 1611 at the command of the Caliph Omar to replace a mosque of the 10th century. The interior is uninteresting, save for some columns of Roman origin. In the Sciaira Giama Sidi Darghut is the *Mosque of Dhargut*, which contains the remains of the corsair of the same name who fell during the siege of Malta. There is also a relic of the prophet Muhammed.

Other features of interest in the city are the grounds of the *Tripoli Fair*, which occupy a large area between the Via Petrarca and the Corso Sicilia; the various *Cemeteries* (including the Jewish cemetery on the Lungomare di Vittoria and the Arab cemetery at the foot of the Via Piemonte); and the *Tobacco Factory*, in the Via Marconi and Via Dante.

*EXCURSIONS.*—An interesting drive may be taken within the confines of the great oasis of Tripoli, following the walls from one end to the other. You start from the Piazza Italia and take the

Sciara es-Sciat, keeping to the sea as far as *Bu Setta*, whence, turning to the right, you can follow the walls as far as the *Gargaresc Gate*, a distance of about 7 miles. Near Bu Setta are the race-course and an agricultural experimental station. The oasis possesses nearly a million palms, and is watered by approximately 5000 wells.

Another short excursion, that to *Sugh el-Giumaa*, should be made on Fridays (for attendance at the market). The route is along the Sciara es-Sciat, past the *Tombs of the Caramanli*. *Sugh el-Giumaa* is a small collection of houses distant about 3 miles from the city. At the native market, one of the most important in Tripolitania, agriculturists from an entire region gather, offering a remarkable and lively sight.

*Sidi Mesri* (4 miles), accessible by rail or motor coach, is the site of an experimental farm and agricultural station, well placed among orange groves and nurseries. Exotic trees are being acclimatised and distributed throughout the country.

*Ain Zara* (6 miles), a small fort and oasis, was the scene of a bitter action fought by the Italian forces in December 1911.

TRIPOLI TO TAGIURA.—[By road 10 miles; by rail 12. Motor-coaches and train daily from Tripoli.] The railway makes a wide circuit; the road, more direct, passes through *Sugh el-Giumaa* (see above). TAGIURA is a small village-oasis whose palms cover nearly 4000 acres. Water is plentiful, and irrigation adds to the fertility of the soil. In the village is a group of walled and fortified buildings, occupied by the military forces. The important *Mosque of Murad Agha* has a richly endowed theological school attached. Built in the first half of the 15th century, the mosque, which is not, however, of particular architectural note, contains a large number of marble columns taken from Roman ruins in the neighbourhood (may be visited; women not excluded).

### TRIPOLI TO THE TUNISIAN FRONTIER

[Motor coaches twice weekly during season (Jan.-May) to Ben Gardane (Tunisian Customs) and Gabès. Distance from Tripoli to Tunisian frontier, 109 miles; to Gabès, 224 miles (good road).]

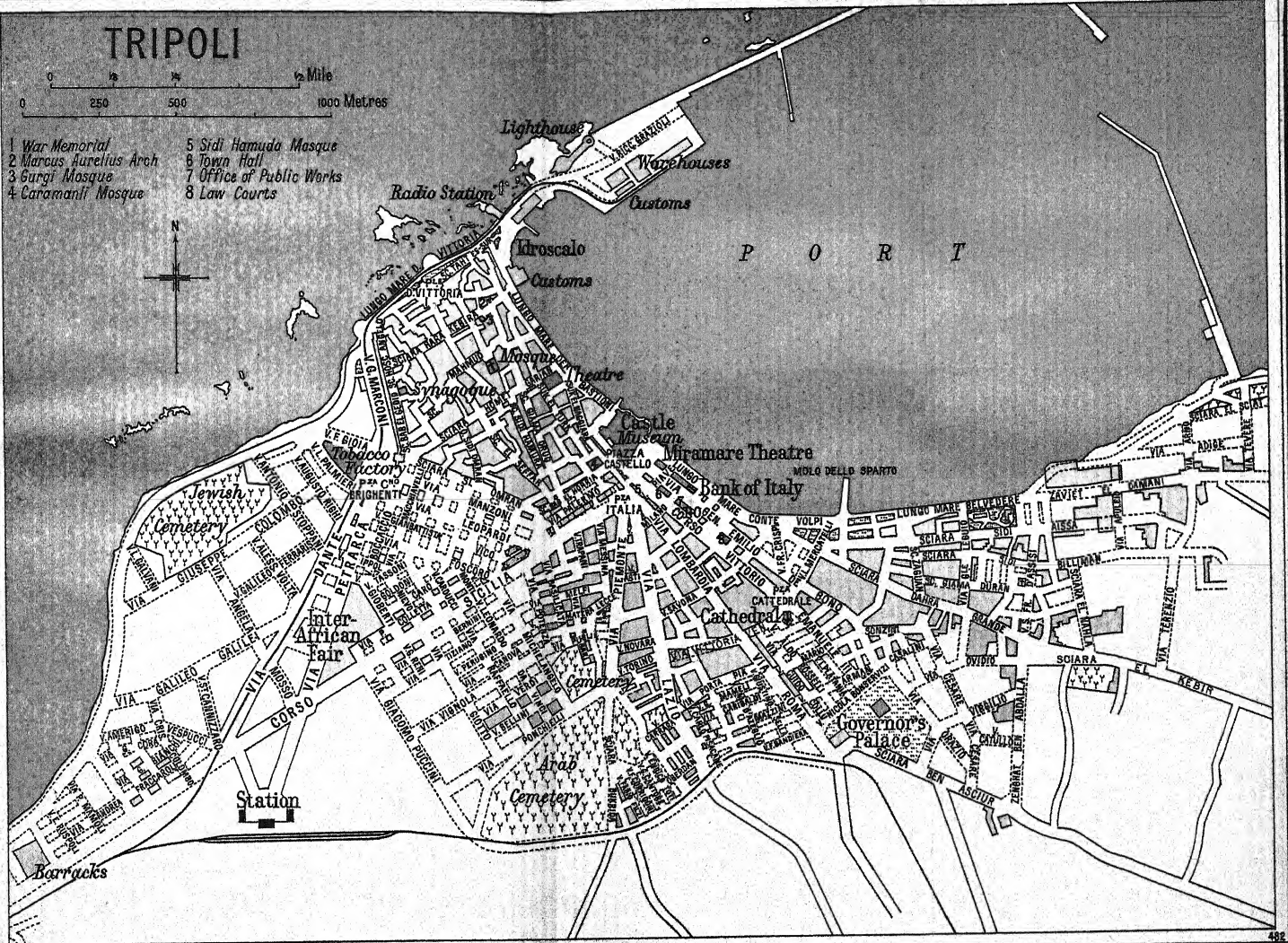
*Rail* from Tripoli to terminus at Zuara (73 miles).

The road is through irregular country, in places stony, at other times fertile. The route lies between the railway and the coast to *Gargaresc*, a small oasis to the north of the road. The quarries are worth visiting, as also is the *Tomb of Arisuth* (permit to be obtained from Office of Monuments and Excavations, Tripoli). The railway station lies a little to the south of the oasis.

# TRIPOLI

0 250 500 1000 Metres  
0 1/4 1/2 Mile

- 1 War Memorial
- 2 Marcus Aurelius Arch
- 3 Gurgi Mosque
- 4 Caramanli Mosque
- 5 Sidi Hamuda Mosque
- 6 Town Hall
- 7 Office of Public Works
- 8 Law Courts





From Gargaresc the road runs through pleasant country, passing the junction of the railway from Azizia (p. 297), to ZANZUR (15 miles), a flourishing oasis of 6000 inhabitants. It has 200,000 palm-trees, about 20,000 olive-trees, and a number of fruit orchards. In the *Ossuary* are collected the remains of the soldiers who fell during the battles of June 8th and September 20th, 1912.

The railway station is about 2 miles to the north of the oasis. About a mile distant is the *Mosque of Sidi Amura*. Good roads lead to Iefren (p. 298) and Azizia (p. 297).

The route continues past the small oases of *Saiiad* and *El-Maia* to *Geddaim*, beyond which, on the edge of the Zauia oasis, is the *Tomb of Sheikh Muhammed el-Ajeli*, which stands at the junction of several roads. Then the way follows the fringe of the oases for  $1\frac{1}{2}$  miles, passing the *Baths*, a curious building with pierced cupolas, and reaches the *Gasr* (ksar) of Zauia (30 miles).

ZAUIA is an important commercial centre, and the oasis is one of the finest in Libya, with nearly 200,000 palms and 40,000 olive-trees. The village is scattered in the plantation, and life centres around the market-place, a huge, trodden square, round which are the principal buildings of the military and other authorities. It is the seat of the District Commissioner. In the market-place are small cafés and restaurants.

The *Hara*, or Jewish quarter, lies to the north of the *Gasr* (military post), and is quite independent of the main village. The railway station is about 1 mile from the village, the line penetrating the oasis. Travellers by rail will find that the train stops long enough in the station to allow passengers a sight of the oasis.

From Zauia the way lies through the heart of the oasis, continuing via the oasis of *Sabria*, which adjoins Zauia, *Bu Issa* (with its Mosque of El-Amuri), and *Sorman* to Sabratha (47 miles).

**Sabratha** (Hotel: Secchi), one of the "Three Cities" of antiquity, was of considerable importance prior to the Roman occupation. Originally founded in the 6th or 7th century B.C., the town, standing at the meeting of the major caravan routes, was an agricultural centre. Under the Romans Sabratha rose to the rank of colony and was a city of some size. Ravaged by the Vandals,



but partly restored by the Byzantines, it was thoroughly demolished by the Arabs during the 7th century, losing its importance and becoming completely overshadowed by Tripoli. Ruins of great interest, although much damaged, are to be found.

The modern town, *Sabratha Vulpia* (so named from Count Volpi, who effected the new foundation in 1923) lies at some distance from the ruins. It is an important centre possessing a few pleasing buildings ranged around a central square. It is the seat of a District Commissioner and is a post of the Carabinieri.

The RUINS lie between the new town and the sea, and have been excavated. The visitor comes first to the guardian's house, where permission to visit is obtained. Nearby are the remains of a Roman villa, chiefly interesting for the baths that were part of the structure. The mosaic floors are to be noted. Beyond the remains of the Byzantine walls, the principal sites of the old city are encountered. A path leads to the *Amphitheatre*, which has been cleared. Probably dating from the 2nd century of the Christian era, it is built of local stone, quarries of which can be recognised. The arena is furnished with subterranean cells, which have also been cleared. As a result of the friable nature of the stone, much damage has been done by weather, but the remains as a whole are impressive. The galleries were sufficient to accommodate 10,000 spectators.

From the amphitheatre a path leads to the *Forum*, well situated and affording a splendid view across the sea. An unnamed *Temple*, partly restored, is approached by a broad flight of steps, a vestibule, with marble flooring, giving access to the remains of the inner temple. Nearby are the remains of two basilicas, which show evidence of Byzantine restoration, in particular the *Christian Basilica*, which incorporates material from earlier buildings. The building was divided into three naves, with abside, and there are some interesting inscriptions. Note the baptistery, a square structure, with a font large enough for baptism by immersion.

The *Temple of Jupiter*, to the west of the forum, is also noteworthy. In the chambers which serve as a depository for statuary discovered in the excavations, note in particular a gigantic bust of the god (Jupiter Africanus). The ground plan of private houses can be traced near here. Other buildings in the forum are the *Curia* and the *Basilica of the Virgin*, which, although it has suffered considerable dilapidation, is one of the major antiquities of Tripolitania. Particularly interesting are the magnificent mosaics. The fountain in the forum should be observed. From the forum, the lines of the ancient city can be traced seawards, and the site of the harbour is easily distinguished, while, without the walls, are the remains of the *Theatre*, whose ground plan, galleries and stage have been excavated.

Beyond Sabratha the road and the railway follow



closely the line of the coast. The oases begin to diminish and the country is arid and monotonous until Zuara (70 miles) is reached.

ZUARA (Hotel : Municipale) is a military post and the headquarters of the Western Commissariat. There are two parts of the settlement, whose total population (including the inhabitants of the oasis) is about 5000. On the coast is a small harbour, of little importance and chiefly occupied by the military forces ; there are barracks for a battalion of infantry in the central group of buildings. The native town lies on the southern edge of the small oasis, and is built around a large central square or market place.

From Zuara the road runs by way of the small oasis of *Zelten* and *Pisida* (102½ miles ; Tripolitanian Customs), the site of a Roman town. [An interesting drive along the promontory of *El-Machbez* is worth taking.] There are small native settlements of unusual character scattered along the fringe of the coast. The Tunisian frontier lies about 13 miles beyond Pisida, the route lying through an uninteresting stretch of country, without relief. A halt is made at *Alouet el-Gounna*, whence the road bears inland to the oasis of *Ben Gardane* (130½ miles ; Tunisian Customs). [The route to Gabès (p. 275) is by way of Médenine (p. 275).]

### TRIPOLI TO MISURATA

[A good road connects these coastal towns, and twice weekly motor-coach services are maintained in winter and spring (137 miles).]

The road follows the coast fairly closely as far as Tagiura (p. 290), whence, passing through a monotonous stretch of sand-dunes, you reach *Sidi Ben Nur* (26 miles). There is little of interest in the village, save a marabout and native fondouk. The Carabinieri have a post here. Beyond, the land has been in a large measure reclaimed by afforestation. Passing the Wadi Ramla, you encounter scenery which is a little more interesting, but still flat. *Gasr Garabulli* (39 miles), a small settlement, has splendid plantations and varied gardens. There is no hotel in the

village, but the market-place is interesting and the fort of the Carabinieri characteristic.

Beyond Gasr Garabulli the country improves; it is well cultivated, and the resting-places of caravan trains are clearly marked, generally in the vicinity of wells. Soon the road approaches the sea and good views of the coast are to be obtained. Just before reaching Homs, you notice the fortifications, with a network of roads connecting the various points. Note particularly the fortified *Hill of Mergheb*, the buildings on which embody a Roman arch.

**Homs** (or *Khoms*), entered by the Mergheb Gate, is a small modern seaport lying about 60 miles east of Tripoli. The harbour possesses a wooden pier furnished with a light railway and equipment adequate for the handling of such cargo as is shipped by the local steamers. Homs is the centre for the export of grass and cereal crops. The population is about 3000. The town, lying on the sea edge, is surrounded on three sides by a wall 13 feet high and pierced by 6 gates. There are fortifications to the north and to the south, in which direction is situated a flourishing oasis.

*Hotel*.—Grande Albergo Municipale. *Cafés* and fair *Shops*. *Post Office*.—Via 21 Ottobre. Small *Museum* and *Library* in Town Hall, Via Principe Umberto. Good *Sea-bathing*.

Italian occupation dates from 1911, since when considerable improvements have been made in the amenities of the town, including the provision of a sufficient and safe water supply. There are barracks capable of accommodating 8000 troops.

Little that is of interest is to be found in the town itself, save a *Mosque* with a good cupola, the *Market* in the Via Settimio Severo, and the *Fish Market*.

Homs is chiefly important to the visitor as the best centre from which to make the excursion to Leptis Magna, the road to which, quitting the town by the Leptis Gate, traverses the oasis.

**Leptis Magna** (about 1½ miles from Homs) was founded by the Sidonians, paying to Carthage tribute of one talent a day. It was the birthplace of Septimius Severus, after whom many of the important buildings are named; during the Roman occupation it was walled on all sides, except that facing the sea.

The city was formerly the emporium of a rich territory (the *Msellata*), and the terminus for caravans coming from the Fezzan. After being tributary to Carthage, it passed into the hands of

Masinissa during the Second Punic War, later falling to Rome. In the 4th century of the Christian era it suffered severe ravages, but was partly restored by Justinian. In the course of the Arab invasion of the 7th century it was almost completely destroyed.

Entering the ancient city, you come immediately to the curator's cottage, where permits to visit the ruins may be obtained (3 lire).

Guides may also be engaged (fixed rates). The statuary in the *Museum* should be inspected, especially the good figures of Venus, Apollo, Hermes, and Bacchus. A path leaves the road and leads to the Ruins, going first to the site of a quadifronted *Arch* (named after Septimius Severus), which marked the cross roads. Just beyond the cottage of the curator are the fine ruins of the *Baths*, of which the two large halls should be noted. The positions of the statues which formerly ornamented these halls can be perceived. The hot rooms and the pool are remarkable for their proportions and decoration.

Continuing to the forum, you note the *Basilica* (300 feet by 125 feet), on the eastern side, with apse at each end. To the south-west stand three arches, and to the north is the *Byzantine Basilica*. The *Forum* itself is rectangular (about 420 feet by 200 feet), and has columns on each side. From the forum, access is had to the *Capitoleum*, a poorly preserved temple, and the market. Other ruins within easy reach are the theatre and ancient cisterns.

Moving seawards from the forum, you come to the *Port*, perhaps the most interesting of the remains of the ancient city. The mole is easily distinguished, with its quays and a tower which apparently served as a harbour beacon. The small temple was the resort of the sailors, who there gave offerings for their safe return to port. An arch (all that remains of the structure) marks the site of the Byzantine Gate. To the left of the Wadi Lebda are the ruins of the *Circus*.

Much remains to be done before the full extent of Leptis Magna is laid bare, but even in its present state, the city constitutes one of the most important survivals of Roman Africa.

Leaving Homs by the Leptis Gate, the road to Misurata runs through pleasant country to *Sugh el-Chmis*, a small oasis with an interesting market, and continues to Zliten (109 miles).

**ZLITEN** (Hotel: Municipale), an important town of about 4500 inhabitants, is surrounded by a large oasis; in the plantations there are 250,000 palms and 80,000 olive-trees. The town lies about  $\frac{1}{2}$  a mile from the sea, and is the principal centre of a collection of small settlements with a total population of about 50,000. It is an occasional port of call for coastwise steamers, possessing a small harbour.

The heart of the town is the central square, from which three streets radiate. There is nothing of particular

interest in Zliten except the *Mosque* of Sidi Abd es-Salaam el-Asman, founded by the saint of that name and dating from 1562 (may be visited). Severe and lacking in ornament, it is the goal of an annual pilgrimage. To the west of the port lie the unimpressive remains of the Roman villa of *Dar Buch Ammera*.

Leaving Zliten by the Misurata Gate, you pass a few ruins, including those of another Roman villa and bath. The country is flat and uninteresting, with immense sand dunes on the coast. Passing the oasis of *Zawia el-Mahgiub*, which contains a military post, the road leads directly to Misurata (137 miles).

**Misurata** (Hotel: Misurata), the seat of the Commissioner of the Eastern District, is a garrison town of about 10,000 inhabitants and rapidly increasing in commercial importance. Second only to Tripoli, it has a considerable export trade in native carpets, grain, oil and dates. There are two sections—the Port and Misurata proper, distant about 7 miles from each other. The harbour is not much more than an open roadstead used by coastwise steamers.

The town of Misurata, a trading station of the Venetian merchants in the Middle Ages, has little history of importance. During the Great War a revolt against the Italians was led by Ramadan es-Sceteui, with little success.

The principal square is the Piazza Vittorio Emanuele III, in which is the *Castle*, a building of moderate pretensions occupied by the military authorities. The covered souks are interesting, principally for the local carpets.

**MISURATA TO SIRTE.**—This excursion, to which several days should be devoted, may be made by automobile or fortnightly steamer (bound for Bengasi); the road, a good one (140 miles), follows the coast via the small coastal town of *Tsemed Hassan*.

**SIRTE** (*Gasr Zaafran*) is a little port of about 300 inhabitants, with a small trade in rice, cotton, oil, and flour. Only light craft can enter the harbour, which is heavily silted. The native village lies about 2 miles from the harbour. Sirte is the terminus of several caravan routes, and the native town, particularly the market, is of much interest. There is a former Turkish *Castle*, which has been restored and altered by the Italians. *Ruins* of a much larger town are to be found, but are of little interest.

[Road from Misurata to Bu Ngem, p. 301.]

TRIPOLI TO AZIZIA, GARIAN, IEFREN,  
NALUT AND BACK TO AZIZIA

[All roads on this circular tour (330 miles in all) are in a good condition and easily negotiable. Motor coaches to Garian (round trip 137 miles) 3 times a week during winter and spring.]

*Rail to Garian (55 miles), via Azizia (31 miles).* The line passes through the walls, and traverses the Gefara, a prairie-like stretch of country relieved only by small oases.

The road crosses the same country (see above).

AZIZIA (30 miles), the principal centre of the Gefara, is situated at the junction of several important military roads and is the market town for the district, which is predominantly agricultural, with barley the principal crop; there are, however, a number of quarries in the neighbourhood. The life of the town centres on the Piazza Vittorio Emanuele III, where cafés and other modest buildings are to be found. There is a small fortress. To the north are the barracks and a landing ground for aeroplanes, near to the hill of Sidi Ramadan, on the top of which is the marabout of that name.

From Azizia the road crosses the fertile plain to *Bu Gheilan*, a small military station, and rises to the higher plateau and the plain of Garian.

GARIAN (48 miles; Gebel Hotel) is a troglodyte settlement slightly reminiscent of the Matmata in Tunisia, but with the advantage of an exceptionally fertile soil. Until quite recently the mosque, military buildings, and one or two small houses were all that showed above ground. There is a military quarter (*Gasr Garian*), the headquarters of the Southern Command. Olive groves, vineyards and plantations of fig-trees make an attractive setting.

A visit to the troglodyte village of *Tegrinna* (about 4 miles distant) forms an interesting excursion. The houses may be visited by permission of the owners (not usually difficult to obtain).

From Garian the road is excellent and runs through extensively cultivated territory, traversing the neighbourhood of Tegrinna (see above), in which most of the habitations

are underground. There is a small fort, commanding the district. The road now rises and continues via *Bu Zaian*, a large village, and *Asabaa*, around which are considerable fruit and olive plantations, to Iefren (80 miles).

IEFREN consists of a military quarter surrounded by small village settlements and, as the most important Berber centre of the district, has been the scene of risings against both Turkish and Italian rule. In 1912 it became the tentative capital of the Berber confederacy. Occupied by Italian forces in 1913, it was relinquished in 1915. Permanent occupation by the Italians dates from 1923. A former Turkish barrack, now used by the Italian forces, stands near the market-place. New buildings have been erected, including a school. The Berber *Mosques* are notable, and stand on the site of earlier sanctuaries.

About 5 miles to the east of the central village is the *Mausoleum of Suffit*, a Roman remain in fair preservation.

From Iefren, the road continues by way of *Er-Riaina*, a group of seven small agricultural villages with a total population of about 5,000, to *Ez-Zintan* (110 miles), another group of villages, whose inhabitants occupy dwellings cut from the rocks. Approaching the settlement, you pass a few slight Roman ruins, which serve to recall the fact that Ez-Zintan was on the fringe of the Roman *limes tripolitanus*. Ez-Zintan is noted for its olive groves, the extraction of the oil being one of the chief occupations of the population.

The road continues to *Giado* (135 miles), a small military post and group of villages occupying the site of a Roman settlement. The villages are of an unusual character, the chief, *Gennauen*, rising in terrace-like formation in the midst of its olive groves. The road now runs westward to Nalut (175 miles).

NALUT (small hotel) is a Berber village near the Tunisian frontier. The Berbers, who are industrious, confine themselves mostly to agriculture and to carpet weaving. Many of them are troglodytes, and the settlement is of some interest. There is an ancient fortress, which has been adapted to the use of the Italian soldiery.

From Nalut, the return journey to Azizia may be made



by an alternative route, nearer the sea, though passing through similar country. The first settlement of importance encountered is *Giosc*, a plain-village under the hills, not far from Giado (see above). The village is divided into two parts, and there is a military post. Various caravan routes radiate from *Giosc*; the market-place is of some interest.

The road continues past *Scecsciuch*, a small hill-village with an oasis, to *Gasr el-Hagg*, a pleasant village and oasis (population about 400), and an important military station. Still skirting the uplands, the road runs to *Bir el-Ghnem*, a small village and military post situated at important cross roads. From *Bir el-Ghnem*, the way is through pleasant country to *Azizia* (155 miles from Nalut; p. 298).

### TRIPOLI TO MIZDA

[By road; distance, 95 miles.]

For route as far as Bu Zaian, see pp. 297-8. Thence, crossing land devoted to olive plantations, the road leads to the small village of *Culeba*. The country is now less attractive until the plain of Tesscia is reached; *Tesscia* itself is a small scattered village. After passing the settlement and wells, the road crosses infertile and scrubby country to *Mizda* (95 miles).

*MIZDA*, a village of about 1000 inhabitants and the seat of a Military Command, lies in a small but pleasant oasis. The village is roughly divided into two sections, and occupies the site of a Roman encampment. Standing at some distance from the villages is the fort. Near the mosque are ruins, apparently of Roman origin.

Various caravan roads converge on *Mizda*, and in the neighbourhood are other settlements which, with *Mizda* itself, form a *Mudirat*. The people are mainly Berber, and occupy crudely-built stone houses, most of which possess towers. The oasis contains about 500 palms, in addition to which there are olives and other trees, good gardens, and fields devoted to cereals.

From *Mizda* a road continues to *El-Gheriat* (whence *Murzuk*, p. 302), and *Sokna*; approx. 250 miles, p. 302.

TRIPOLI—TARHUNA—BENI ULID—SOKNA—  
MURZUK—GHAT—GHADAMES—TRIPOLI

This, one of the most comprehensive tours of Tripoli (covering a distance of approximately 1450 miles), occupies at least 16 days and embraces part of the coastal area, the nearer oases and the cities and oases of the Fezzan, including the three famous centres of Murzuk, Ghat, and Ghadames, until recently forbidden cities. Suitable motor-cars may be hired for the journey, which should, if possible, be made under the auspices of a recognised organisation. Roads are good for most of the way.

Leaving Tripoli by the Benito Gate, the road goes by way of the *Benito Castle* (*Fondugh Ben Gascir*), a military post and experimental farm lying in flat country; a good water supply has resulted in rich gardens and well-cultivated lands. Passing other small villages, you reach *Sugh es-Sebt*; note the strange market-place, with caves and booths (Saturday market).

About 40 miles from Tripoli is the Wadi Milga, its valley richly cultivated. The slopes by the river are noted for their trees. The road rises, joining the through road from Nalut (p. 298), to Homs (p. 294). At the junction, you turn to the left for Tarhuna (60 miles).

TARHUNA is a small town and military post. The name Tarhuna belongs properly only to the Gasr (or fort); the village is called *El-Buerat*, and was undoubtedly known to the Carthaginians and Romans. The Italian occupation became finally effective in 1923. Tarhuna is entirely dependent upon its market-place: the population is nomadic and there are few houses beyond the military quarters, which consist of the old Turkish fort (modified to suit present needs).

Punic and other inscriptions have been discovered in the vicinity. The surrounding country, which is rather bare, is being brought under cultivation. About 2 miles away is Tripolitania's only waterfall, very small and not of much interest. At *Gasr Doga* (6 miles from Tarhuna) are a few ruins and an interesting mausoleum.

TARHUNA TO HOMS.—From Tarhuna a road runs to Homs (approx. 40 miles), by way of Cussabat (28 miles from Tarhuna.)

CUSSABAT, or *El-Gusbat*, is an important commercial centre, situated in one of the richest agricultural districts. Olive-oil and

alfalfa grass are the chief products, but some fruit growing is carried on. The population of the district is about 4000. There is an interesting *Gasy* (called the "Spanish Fortress"), slightly to the east of the town. Said to date from the 16th century, it has recently been restored, and now serves as an Italian military station. The administration is housed in a former Turkish castle.

The road continues through uninteresting country to Homs (p. 294).

Beyond the market-place of Tarhuna the road to Homs, moderately good, traverses a sandy tract occasionally crossed by small, and generally dry, stream-beds.

BENI ULID (120 miles), the chief town of the district of Orfella, has a market twice weekly (small inns). It is the seat of a military command, and the meeting-place of caravan and motor routes. There are several small villages in the plantation, which extends along the valley of the Wadi Beni Ulid for about 10 miles. The principal industry is olive culture. Italian occupation, first effected in 1915, was not permanent until 1923. Beni Ulid was the scene of bitter engagements, of which a memorial has been placed on the military quarters. Apart from an old Turkish fort, there is little of interest.

The road now runs across unrelieved and largely stony country to BU NGEM (200 miles), a small oasis peopled by the Orfella, and a caravan centre of some importance, particularly at the date-harvest. The surroundings are bare and the village is of little interest. Nearby are the ruins of a Roman fort, dating probably from the time of Septimius Severus.

A good road runs northward from Bu Ngem to Misurata (p. 296; 146 miles).

From Bu Ngem the road south penetrates the desert and continues to the great oasis of JOFRA, of which the chief centres are Sokna (312 miles) and Hon. The oasis covers in all an area of nearly 800 square miles, with about 40 square miles under cultivation (mostly in small sections and indifferently tilled). Hon is a small but crowded village, whose walls are pierced by three gates. The three mosques of the village are crude but interesting, and the souks offer an unexpected activity. The oasis here is attractive.

SOKNA (population about 3000) is similar to Hon, and is encircled by high walls. If less populous than Hon, Sokna is more important commercially, and contains a Zaouïa of the Senussi. The village is composed of stone houses in narrow streets. Its inhabitants, mostly Berber, offered resistance to the Italian occupation, which was first made in 1913. Re-occupation took place in 1928. Sokna lies almost at the heart of the Jofra oasis; the palm groves are attractive and there is an excellent water supply. Nearby are Roman remains.

A long stretch of desert separates Sokna from Murzuk, the route being distinguished only by a few oases. The road is good, and practicable for motor vehicles. The FEZZAN, the part of Tripolitania, mostly desert, lying between the Mediterranean region and the Sahara, is entered at *Umm el-Abid*, which marks the beginning of a series of small but pleasant oases, including *Zigan* (437 miles); *Temenhint*, with a military camp and native market; the oasis of *Sebkha*, with three tiny settlements; and *Goddua*, a small cluster of date palms.

MURZUK (572 miles), a military post (with wireless station) and the chief town of the Fezzan, is a settlement of considerable size, with a population, including that of outlying villages, approaching 6000 (composed of Tuaregs, Sudanese and Arabs of mixed blood). Surrounded by walls, it is divided roughly into two sections, between which is the market, forming the natural centre. There are three gates: the Bab el-Kebira, Bab el-Bahri and Bab el-Garbi. The main thoroughfare of the town begins at the Bab el-Kebira and leads directly to the fort and barracks.

There are two *Mosques* of some importance, one in the centre of the town, near the market, and the other near the north wall. Most of the buildings are of mud-brick, and are small and crowded together. Murzuk is one of the intermediate towns on the great caravan routes and, although there is a fertile oasis, the wealth of the place is derived from general commerce. The streets, with their interesting native life, present an attractive picture to the visitor. There are native cafés, in which dancing girls perform, and there is a daily market of considerable life and interest.

MURZUK TO MIZDA.—This route (approx. 430 miles), which provides the most direct access to Tripoli from the Fezzan (see also p. 299), is by way of BRACH (125 miles), a military post (with wireless station) in a small oasis, and *El-Gheriat* (350 miles), a small oasis of little note.

Continuing along the caravan route of the Southern Desert, the tour reaches its most remote point at Ghat (872 miles), the journey by motor from Murzuk taking two full days (including an overnight halt half way at the small oasis of *Achifra*).

GHAT, which lies 560 miles almost due south of Tripoli, is an important commercial and strategic centre. The population is estimated at nearly 10,000, a large percentage being Tuareg (Berber). The warlike tribe of the Senussi occupy a portion of the city. Only opened to travellers in the last few years, it is one of the most interesting towns of Tripolitania. Standing 1200 feet above sea level, it commands the pass through the Adjer Mountains to the Sahara, and stands at the intersection of important caravan routes radiating through the Fezzan and to Tripoli, Timbuktu and the Niger. For long it held its independence against Turkey, but in 1874 it fell. Italian occupation was effected during the reconquest of the country after the Great War.

The town is walled, more than half the inhabitants residing within the walls; the rest are scattered through the oasis. The houses are of mud and palm branches, reinforced by the boles of palm-trees. The market, which is held daily, is picturesque, and a wide assortment of merchandise, including goods from Tripoli and Timbuktu, is offered for sale; the oasis supports only a small part of the population, most of the people living by trade. The *Mosques*, in Sudanese style, are interesting (entrance not permitted).

From Ghat the road to the north crosses a desert area, which is relieved only by a few small oases, toward Ghadames (1134 miles). This stage of the journey takes two full days by motor, and necessitates the carriage of provisions. Camp is usually made in the open.

GHADAMES, the ancient *Cydamus*, was held at one time by the Third Legion, recreated by Septimius Severus. It was the capital also of the Garamantes, ruins of whose

settlement can be traced. The population (4000) is mixed and consists of Berbers, Arabs and Sudanese. The oasis which, with the town itself, is enclosed by a wall about 3 miles in circumference, is not exceptional. But the town has a distinctive character. The streets are narrow and vaulted, occasional skylights relieving the darkness of the thoroughfares. The houses, Sudanese in aspect, are squat mud structures with flat roofs and an occasional tower. On the roofs, most of which have some sort of garden, the women work or take their recreation.

Ghadames, although conquered by the Arabs in the 7th century, maintained virtual independence until it was occupied in 1843 by the Turks and subjected to tribute. The Italian occupation was first made in 1914-15, and the final occupation dates from 1923.

The town is divided into two sections, pertaining to the Ouled Bellet and the Ouled Ben Omran. Just outside the town there is usually a camp of nomad Tuaregs, one of the more picturesque races, whose men are veiled and women unveiled. Their former function was to act as warrior-guards for the caravans of Ghadames, but that office has gone with the pacification of the district.

Each section of the town has its own mosque, crude, but effective in design, the more attractive building being the *Mosque of Sidi Bedri*, which incorporates some fragments of Byzantine stonework. The centre of native life, as in every such town, is the market-place (general market on Fridays). Ghadames, like Ghat, is an important caravan centre, with routes radiating in every direction; the principal commodities carried are ostrich feathers, skins, ivory and tea. The *Zaouia* (monastery-school) of the Senussi is notable for its fortress-like appearance, and also, as are many of the houses, for its charms against evil spirits (most commonly the horns of gazelle).

The *Oasis* is well watered by means of wells and canals, and contains about 75,000 palms, besides other fruit trees and vegetable gardens; but the principal wealth of the inhabitants is obtained by trade.

DERG (about 60 miles east of Ghadames), accessible by a good caravan road (suitable for motor vehicles), is a larger oasis, with four villages. Though sparsely populated, Derg has a large cultivated area and most of the surplus produce is sold to Ghadames. The formless villages are typically Berber; the houses, clustered



together, have no courtyards, and look out upon the dark, vaulted streets.

From Ghadames the road runs northward to *Sinauen* (1274 miles), a curiously attractive group of Berber villages which rise like terraced pyramids in the oasis. Formerly a caravan centre of importance, the settlement has lost most of its population, trade having gone to Ghadames. The route continues northward from Sinauen to Nalut (1334 miles ; p. 298). For routes from Nalut to Tripoli, see pp. 297-299.

## CYRENAICA

Cyrenaica (Italian *Cirenaica*) comprises in its fullest extent the whole of the eastern portion of Libya. In a more restricted sense Cyrenaica is the territory of the classical *Cyrene* (see p. 280), comprising the shoulder of land between the Gulf of Sidra (*Grande Sirte*) on the west and the Gulf of Bomba on the north-east. The littoral between this latter gulf and that of Sollum on the Egyptian border is known as Marmarica. The total area of modern Cyrenaica, including the hinterland (which forms the military zone of Kufra), is, according to Italian estimates, about 285,000 square miles.

Physically Cyrenaica falls into two parts—a coastal plain and a plateau. The former, widest in the neighbourhood of Bengasi, becomes progressively narrower towards the north-east and altogether disappears at Tolmeta, beyond which, except for deltaic areas at Apollonia (Marsa Susa) and Derna, the shore is precipitous until Marmarica is entered. Here the plain is, on the average, 20 miles in width. The whole region, diversified with sandhills and lagoons, offers little permanent fresh water.

Inland the plateau rises abruptly. In the north it is divided into two blocks, the western, Gebel el-Achdar (1800 feet), and the eastern, Gebel el-Acaba (700 feet). The former, though without deep internal valleys, presents a greatly eroded seaward face. On these northern slopes are extensive forests, while on the high ground, where springs are more numerous, crops of barley, as well as flocks and herds, are raised. Gebel el-Acaba, on the other hand, is desolate and Marmarica is one of the regions in which the Sahara may be said to reach the Mediterranean.

Running in the form of a winding valley south-east from the Gulf of Sidra to Siwa, in Egypt, is the chain of oases known as the Augila Depression. To the south of this belt, which is probably a silted-up inlet of the sea and is extremely productive of dates,

the land rises to an altitude of 1000 feet. In this zone lie the oases of Kufra, watered by subterranean reservoirs and forming an archipelago in the vast ocean of sand and grit which constitutes the Libyan Desert.

The climate of Cyrenaica as a whole is similar to that of Tripolitania, but more equable; the rainfall is greater and the summer heats are tempered by cool sea breezes.

According to the figures of the 1931 Census, the native population (Arab, Berber, Arab-Berber and Jewish) numbers 145,746, and the European (mostly Italians), 18,861. The natives are almost entirely Muhammedan and speak an Arabic dialect little different from that prevailing in Tripolitania; the official language is Italian.

Passport requirements and currency are the same as in Tripolitania. There are good hotels at Bengasi and more modest establishments at Derna, Barce and Cyrene. Etna Time is observed.

There is a fortnightly steamer service between Naples and Bengasi, the voyage (including calls at Messina or Catania and Syracuse) taking 2 days 16 hours; in intermediate weeks there is a sailing from Syracuse only, the passage in this case taking 34 hours. There are also fortnightly services to Bengasi from Tripoli and Alexandria (and *vice versa*). There is an air service between Bengasi and Tripoli 3 times weekly in each direction.

Railways run from Bengasi to Soluch (35 miles) and to Barce (67 miles), while motor roads join the coastal centres and penetrate inland to meet the caravan tracks (some of which are themselves suitable for automobile traffic) which go from one oasis to another; there are also routes into Tripolitania and Egypt. Motor-cars are carried on the steamers from Italy, and the arrangements for their temporary importation are as in Tripolitania. Alternatively, visitors may hire cars on arrival at Bengasi, which city is also provided with services of local motor coaches. Elsewhere use may be made of the *autocarri militari*.

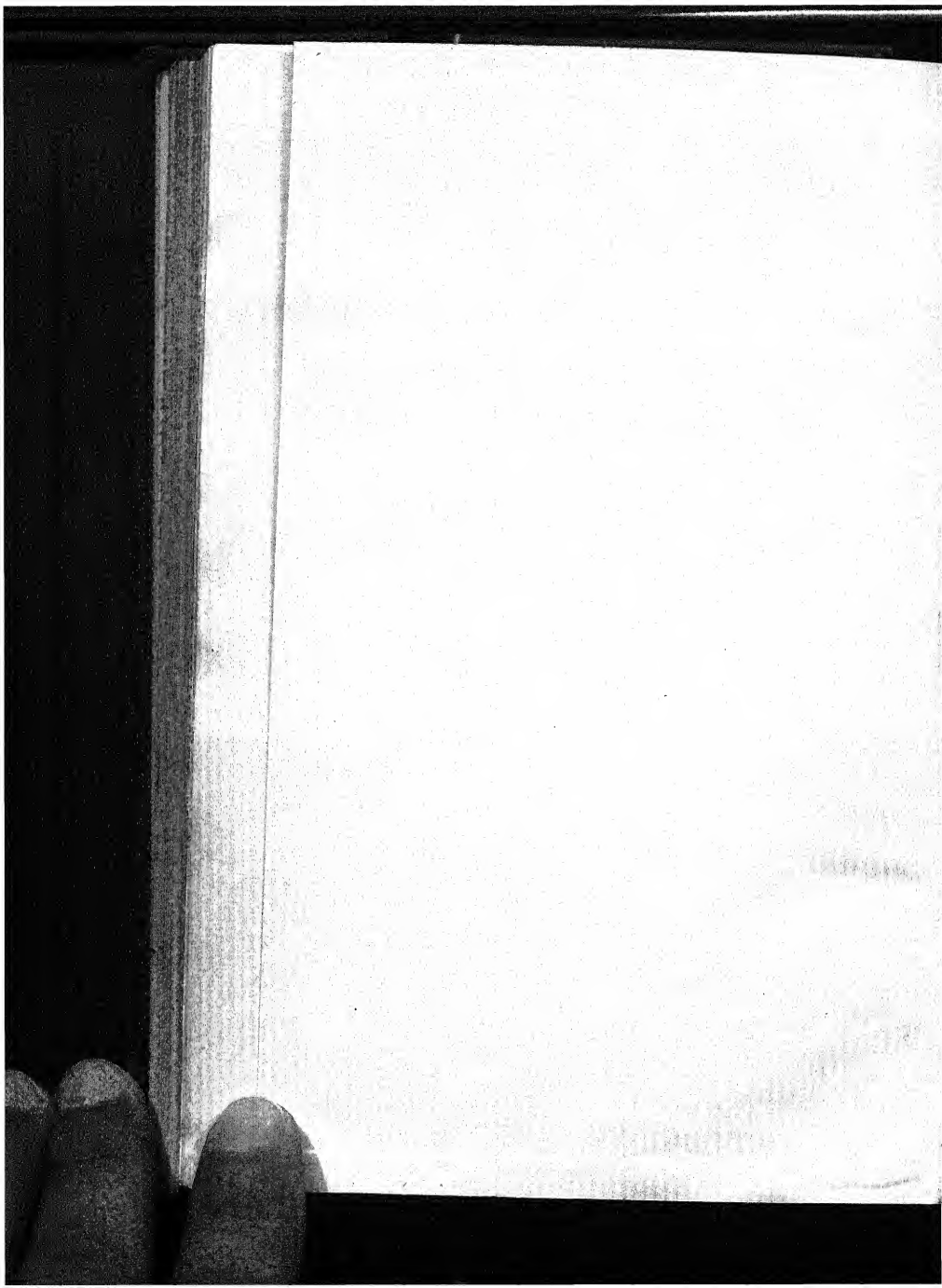
Travel in the remote interior is still in the nature of an expedition requiring to be specially organised, but the visitor can gain an admirable insight into both the historical and scenic character of the country, and also into its modern development, by keeping to the easily

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accessible coastal region. Here the three places of principal tourist interest are Bengasi, Cyrene and Derna, which are connected by a good motor road.

**Bengasi** or *Benghazi*, the capital and chief port of Cyrenaica (population, approximately 35,000), lies on the eastern shore of the Gulf of Sidra. Its white houses rise from a narrow neck of land between the sea and two salt lakes, beyond which is the suburb of *Berca*. Bengasi is close to the site of the ancient *Euhesperidæ*, celebrated in mythology for the Gardens of the Hesperides and later renamed *Berenice* after the wife of Ptolemy III. The town was occupied by Italian troops in 1911. The modern part of Bengasi, where a new harbour and many buildings have been recently constructed, contrasts with the Arab quarter, dominated by its Turkish minarets.

*Hotels*.—Italia; Imperiale; Aquilo d'Oro; Torino; Cirene; Europa; Mirmare.

*British Consulate*.—Viale De Martino.

The *Museo Archeologico della Cirenaica*, situated in the Via Santa Barbara, near the port and slightly to the east of the spacious Piazza del Re, contains much fine sculpture and other remains brought from the ruins of Cyrene (see below). Other noteworthy sights are the Moorish *Town Hall* and the *Memorial* to the Italian soldiers who fell in the Giuliana engagement of October 19, 1911.

CYRENE (Italian *Cirene*, Arabic *Grenna*) was one of the most famous cities of the Greek world. It is situated about 140 miles north-east of Bengasi, with which it is connected by a good motor road. There is a railway as far as Barce (67 miles). The ruins, at an altitude of 2000 feet, comprise fountains, baths, and temples in great number. Beautiful statues are to be seen in the *Magazzino Archeologico*.

DERNA (Hotel: Miramare; good bathing), to which the road continues eastward (54 miles) from Cyrene, was the ancient *Dernis*. A seaport of pleasing aspect, it has been called the "Pearl of Cyrenaica," and is backed by a luxuriant oasis. It has a population of some 12,000. The buildings of greatest note are the *Great Mosque*, celebrated for its forty-two cupolas, and the *Mosque of el-Majar*.

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*For Addresses of Offices in Morocco, Algeria and Tunisia,  
see pages 23, 106 and 224, respectively*



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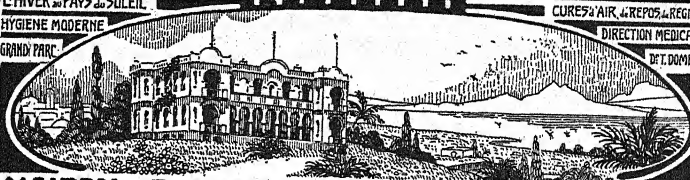
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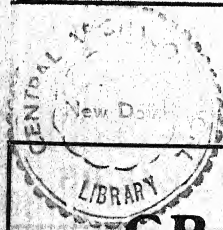
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